B. F. TAYLOR,
Stevedore.
Lighters and Steam Launches Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS ORIENTAL AGENCY.
Sole Agents for the UNITED ASBESTOS CO., LIMITED, LONDON.
DODWELL & Co., LIMITED, *General Managers.*

NEW SERIES No. 1555. 日十三月五年六十二緒光 TUESDAY, JUNE 26, 1900. 二拜禮 號六廿月六英港香 THIRTY DOLLARS PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED .....Yen 24,000,000
CAPITAL PAID-UP ..... „ 18,000,000
CAPITAL UNCALLED..... „ 6,000,000
RESERVE FUND ..... „ 8,000,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO.	KOBE.
NAGASAKI.	LONDON.
LYONS.	NEW YORK.
SAN FRANCISCO.	HONOLULU.
BOMBAY.	SHANGHAI.
TIENTSIN.	NEWCHWANG.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION BANK OF LONDON, LD.

HONGKONG AGENCY:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
„ 6 „ 4 „
„ 3 „ 3 „

S. CHOH,
Hongkong Manager.
Hongkong, 4th January, 1900. [11

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £525,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months... 4 per cent.
„ „ „ 6 „ ...3½ „
„ „ „ 3 „ ...2½ „

T. E. SANSOM,
Acting Manager.
Hongkong, 25th May, 1900. [31

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital.....£1,000,000
Paid up Capital .....£ 324,374

HEAD OFFICE:—HONGKONG.

Board of Directors:—
Chan Kit Shan, Esq. | D. Gillies, Esq.
Chow Tung Shang, Esq. | J. T. Lauts, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed .....5 %
Hongkong, 20th December, 1899. [8

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND $11,500,000
RESERVE LIABILITY OF PROPTORS.$10,000,000

COURT OF DIRECTORS:
N. A. SIEBS, Esq., Chairman.
R. SHEWAN, Esq., Deputy Chairman.
E. Goetz, Esq.
The Hon. R. M. Gray. | D. M. Moses, Esq.
A. Haupt, Esq. | A. J. Raymond, Esq.
The Hon. J. J. Keswick. | R. L. Richardson, Esq.
H. W. Slade, Esq. | P. Sachse, Esq.

CHIEF MANAGER:
Hongkong—Sir THOMAS JACKSON.
MANAGER:
Shanghai—J. P. WADE GARD'NER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

H. M. BEVIS,
Acting Chief Manager.
Hongkong, 1st June, 1900. [9

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3½ PER CENT. per annum.
Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
H. M. BEVIS,
Acting Chief Manager.
Hongkong, 26th March, 1900. [10

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.

CANTON.	PEKING.
CHEFOO.	PENANG.
CHINKIANG.	SINGAPORE.
CHUNKING.	SWATOW.
FOOCHOW.	TIENTSIN.
HANKOW.	

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH:
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3 % per Annum Fixed Deposits for 3 months.
4 % „ „ 6 „
5 % „ „ 12 „

E. W. RUTTER,
Acting Manager.
Hongkong, 1st February, 1900. [14

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.
Hongkong, 28th May, 1895. [30

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

—(:o:)—

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
MARSEILLES§	*Managon*	R. T. L. Cook, R.N.R.	About 29th June	Freight only.
SHANGHAI	*Malta*	F. J. Cole.	About 6th July	Freight or Passage.
LONDON, &c.	*Bengal**	S. Barcham	Noon, 7th July	Freight or Passage.
YOKOHAMA†	*Rohilla†*	C. H. S. Tocque, R.N.R.	About 7th July	Freight or Passage.

* (See Special Advertisement). † (Passing through the Inland Sea).
‡ *Vid* NAGASAKI and KOBE. § And LONDON.

For Further Particulars, apply to

A. M. MARSHALL, Acting Superintendent.
Hongkong, 23rd June, 1900. 15

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

—:o:—

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at SOUTHAMPTON to land Passengers and Luggage.
N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
OLDENBURG	THURSDAY, 28th June.
BAYERN	THURSDAY, 12th July.
STUTTGART	THURSDAY, 26th July.
KONIG ALBERT	THURSDAY, 9th August.
WEIMAR	THURSDAY, 23rd August.
PRINZ HEINRICH	THURSDAY, 6th September.
PREUSSEN	THURSDAY, 20th September.
HAMBURG, Hamburg-Amerika Linie	WEDNESDAY, 3rd October.
SACHSEN	WEDNESDAY, 17th October.
OLDENBURG	WEDNESDAY, 31st October.
BAYERN	WEDNESDAY, 14th November.
STUTTGART	WEDNESDAY, 28th November.
KONIG ALBERT	WEDNESDAY, 12th December.
PRINZ HEINRICH	WEDNESDAY, 26th December.

ON THURSDAY, the 28th day of June, 1900, at NOON, the Steamship "OLDENBURG," of the NORDDEUTSCHER LLOYD, Captain H. Prager, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.
Shipping Orders will be granted till NOON, on TUESDAY, the 26th June, Cargo and Specie will be received on Board until 5 P.M., on WEDNESDAY, the 27th June, and Parcels will be received at the Agency's Office until NOON, on WEDNESDAY, the 27th June.
Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
AGENTS.
Hongkong, 14th June, 1900. [22

HONGKONG HOTEL.

BOARD AND RESIDENCE AT MONTHLY RATES.

Hongkong, 18th May, 1900. [23

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHŒA, HEMORRHAGE and ULCERATION of the BOWELS.
Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale
by
THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers),
9, Old China Street,
Shanghai.
12th October, 1898. [21

"CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:—
THE VICTORIA DISPENSARY
HONGKONG.
26]

Intimations.

SANTHARIS.

THE MOST POWERFUL DIGESTANT OF STARCHY FOOD EVER AVAILABLE IS OUR SANTHARIS WATER. Its remarkable efficacy in Amylaceous Dyspepsia lifts it wholly out of the category of the Ordinary beverage. It stands in a class apart.

Send for sample dozen, 60 cents.

Watkins, Limited,
APOTHECARIES HALL, HONGKONG.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

—:o:—

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.
CHIEF SUPERINTENDENT.....THOMAS SKINNER.
SUPERINTENDENT .....ARCHIBALD RITCHIE.
17] DODWELL & CO., LIMITED, General Managers.

HOTEL CRAIGIEBURN

Centrally situated at PLUNKET'S GAP, the PEAK, 1,500 feet above sea-level and 500 yards from the TRAM TERMINUS.

For Terms, &c., apply to the
MANAGER.
Telephone No. 56.
Hongkong, 2nd April, 1899. [432b

AQUARIUS

(PURE TREBLE DISTILLED WATER ONLY USED.)

'A PERFECT TABLE WATER.'

Telephone 75.

'An AERATED WATER of the Highest Quality both from a Manufacturing and Sanitary point of view.'—JOHN MUTER, PH.D., F.R.S., (Edin.,) London, (Past President of the Society of Public Analysts of Great Britain.'

'Either drink no Water at all, or drink only DISTILLED WATER.'—*St. James' Gazette*, London.

CALDBECK, MACGREGOR & Co.,
AGENTS, AQUARIUS COMPANY.
15, Queen's Road.
Hongkong, 9th June, 1900. [15

MILD MELLOW MATURED.

	Per Doz.
V.O.S. WHISKY	$15
TEACHER'S WHISKY	13
P.D.C. WHISKY	13
CLUB WHISKY	12
DEWAR'S SPECIAL	12
DEWAR'S EXTRA SPECIAL ...	14

SOLE AGENTS:
H. PRICE & Co.,
12, QUEEN'S ROAD.
Hongkong, 31st May, 1900. [20

THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE is hereby given that the ELEVENTH ORDINARY YEARLY MEETING of SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICES, No. 4, Queen's Building, on SATURDAY, the 7th July, at 12.15 P.M., for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 30th April, 1900 and electing Directors and Auditors.
The TRANSFER BOOKS of the Company will be CLOSED from the 23rd June to the 7th July, both days inclusive.
By Order of the Board of Directors,
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 15th June, 1900. [767b

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

$4.50 ℔ Cask of 375 lbs. Net ex Factory.
$2.80 ℔ Bag of 250 lbs.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 12th June, 1900. [755b

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that the TRANSFER BOOKS of the above Company will be CLOSED on the 2nd July, 1900, on which day the CALL now advertised will be PAYABLE.
By Order,
A. SHELTON HOOPER,
Secretary.
Hongkong, 15th June, 1900. [768b

EYE-SIGHT.

NOTICE.

I am continuing my Sight Testing Rooms in Hongkong (W. BREWER & CO.) at which during my ABSENCE will be IN CHARGE of Mr. McIVER, Member Ph. Sy. A Register of all Glasses supplied my constituents in the Far East is kept here, and any kind of Ordinary or Special Lenses can be obtained.
REPAIRS A SPECIALITY.
N. LAZARUS.
Hongkong, 30th May, 1900. [674b

THE TRADE MARKS ORDINANCE 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that HANG SHING carrying on business at No. 457, QUEEN'S ROAD WEST, Victoria, in the Colony of Hongkong, also at MUN CHEUNG SA, in Futshan, Canton, in the Empire of China as Merchants have, on the 8th day of March, 1899, applied for the Registration in Hongkong, in the Register of Trade Marks of the following TRADE MARK.
The distinctive device of a horse trotting over the hillside facing the distinctive device of two bamboo trees in full leaf, underneath the above is printed, stamped, painted, impressed, branded, stencilled, written, drawn, cut, or embossed the name "HANG SHING"
in the name of HANG SHING who claim to be the proprietors thereof.
The Trade Mark has been used by the Applicants since the 1st day of February, 1900, in respect of the following Goods:—
Canes of all kinds including Tsinglees and Partridge canes in Class 50
and
Calangal, Staraniseed, Essential oils and Wood Dyes in Classes 3 and 4.
A Facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the Undersigned.
Dated the 24th day of March, 1900.
JOHNSON, STOKES & MASTER,
Solicitors for the Applicants,
12, Queen's Road Central,
390b] Hongkong.

NOW READY.

A PAMPHLET
ON
SOME SERIOUS LOCAL PROBLEMS
AND
A FEW SUGGESTION FOR DEALING WITH THEM.
BEING A LECTURE DELIVERED
BEFORE
THE ODD VOLUMES SOCIETY
BY
Mr. H. E. POLLOCK,
Barrister-at-Law.

To be obtained at the OFFICE of This Paper.
PRICE 50 CENTS.
Hongkong, 1st June, 1900.

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
TO-MORROW
(WEDNESDAY), the 27th June, 1900,
at 11 A.M.,
at
CENTRAL POLICE STATION.
A LARGE QUANTITY OF
SURPLUS STORES,
ALSO:
89 MAUSER RIFLES, 137 MUZZLE LOADING RIFLES, 1 WINCHESTER RIFLE, 300 REVOLVERS and PISTOLS, BAYONETS, RIFLE and REVOLVER AMMUNITION, GUNPOWDER, COPPER, LEAD, IRON, RICE, SUGAR, RICKSHAS, &c., &c., &c.
TERMS:—As Usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 26th June, 1900. [794b

To be Let.

TO LET.

A FURNISHED ROOM on the LOWER LEVEL, WITH or WITHOUT BOARD.
Apply to—
"F,"
c/o. Office of This Paper.
Hongkong, 19th June, 1900. [783b

TO LET.

"HARFORD." MAGAZINE GAP.
GROUND FLOOR, 52, PEEL STREET.
13, PRAYA CENTRAL.—ROOMS on 2ND FLOOR.
"GLENIFFER," KOWLOON.
—A HOUSE IN RIPON TERRACE.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 18th June, 1900. [21

To-day's Advertisements.

GOVERNMENT NOTIFICATION.
No. 321.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on

MONDAY,

the 2nd day of July, 1900, at 3 P.M., are published for general information.

By Command,

F. H. MAY,
Acting Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 16th June, 1900. [803b

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 2nd day of July, 1900, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of CROWN LAND, at Shaukiwan, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of Her Majesty the QUEEN, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Contents in Square feet.	Annual Rent.	Upper Price.
			N. E. W.		$	$
			ft. ft. ft. ft.			
1	Shaukiwan Inland Lot No. 191.	Shaukiwan.	456 456 N 57 2675 11 171			

GOVERNMENT NOTIFICATION.
No. 322.

THE following Particulars and Conditions of Sale of Crown Land, by Public Auction, to be held at the Offices of the Public Works Department, on

MONDAY,

the 2nd day of July, 1900, at 3.15 P.M., are published for general information.

By Command,

F. H. MAY,
Acting Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 16th June, 1900. [804b

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 2nd day of July, 1900, at 3.15 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 21 Years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Contents in Square feet.	Annual Rent.	Upper Price.
			N. E. W.		$	$
			ft. ft. ft. ft.			
1	Garden Lot 9.	Peak Road.	71	27 / 83	91	5,643	5	161

THE GREAT EASTERN & CALEDONIAN GOLD MINING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

A PRIVATE MEETING of the SHAREHOLDERS will be held on TUESDAY, the 3rd July, at 11.30 A.M. to consider some IMPORTANT COMMUNICATIONS from the Mines, which will then be placed before the Meeting.

LÜTGENS, EINSTMANN & CO.,
General Agents.

Hongkong, 26th June, 1900. [806b

THE WANCHAI WAREHOUSE AND STORAGE COMPANY, LIMITED.

AN INTERIM DIVIDEND at the RATE of FOUR PER CENT (ONE DOLLAR AND FIFTY CENTS PER SHARE) for the Six Months ending 30th June, 1900, will be PAID on Application, to the Registered Shareholders in the above Company, on SATURDAY, the 7th July, 1900.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 7th July, both days inclusive.

MEYER & CO.,
General Managers.

Hongkong, 26th June, 1900. [801b

NOTICE.

I, THE UNDERSIGNED, on behalf of myself and my wife, hereby give Notice that I will NOT be RESPONSIBLE for any DEBTS contracted by a person passing under the Name of Mrs. MORDEY lately from Manila.

F. MELHUISH,
Proprietor,
"CRITERION HOTEL,"
Pottinger Street.

Hongkong, 26th June, 1900. [805b

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ANTENOR,"

Captain M. F. H. Jackson, will be despatched as above TO-MORROW, the 27th instant.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 26th June, 1900. [643b

OCEAN STEAMSHIP COMPANY.

FOR AMOY.

THE Company's Steamship

"JASON,"

Captain Lycett, will be despatched TO-MORROW, the 27th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 26th June, 1900. [800b

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAIMUN,"

Captain Davis, will be despatched for the above Ports, on THURSDAY, the 28th instant, at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 26th June, 1900. [807b

To-day's Advertisement.

PROPOSED NEW RIFLE CORPS.

OVER 32 YEARS OF AGE.

A MEETING in connection with the Formation of above will be held in the ST. ANDREW'S HALL, at 5 P.M., TO-MORROW, the 27th instant.

All those interested whether they have sent in their Names or not are invited to attend.

A. TURNER,
Hon. Sec.

Hongkong, 26th June, 1900. [802b

Intimation.

A. S. WATSON & Co.,
LIMITED.

OUR

AERATED WATER FACTORY

has been recently greatly enlarged and refitted with the best English Machinery, embodying the latest improvements in the trade.

THE PUREST INGREDIENTS only are used, and the utmost care and cleanliness exercised in the manufacture throughout.

THE WATER USED is specially filtered and proved by repeated analyses to be absolutely pure.

FOR COAST PORTS Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received back in good order.

Orders through Local Post or by Telegram receive prompt attention.

Counterfoil Order Books supplied on application.

Registered Telegraphic Address:—
'Dispensary, Hongkong.'

A. S. WATSON & CO., LIMITED,
AERATED WATER MANUFACTURERS.

ESTABLISHED A.D. 1841.

The Hongkong Telegraph

HONGKONG, TUESDAY, JUNE 26, 1900.

REUTER'S TELEGRAMS.

THE WAR.

BRITISH PRISONERS ARRIVING AT STANDERTON.

LONDON, June 24th.

General Buller wiring from Standerton 24th inst., says that 461 Yeomanry and 180 Highlanders who were captured at Lindley and Heilbron had arrived on the 18th inst. The majority were in good health.

CHINA.

RE-INFORCEMENTS FOR THE AMERICAN FLEET AT TAKU.

The U. S. Ships *Monadnock* and *Brooklyn* have been ordered to Taku.

GENERAL.

THE JAPANESE PRINCES IN GERMANY.

Prince Kotohito has visited Prince Henry at Kiel, and dined on board the *Hohenzollern*.

WEATHER REPORT.

The Observatory report says:—

On the 26th at 11.55 a.m. barometric changes are slight. The depression is still lying in the Sea of Japan, and pressure is highest to the E. of Formosa. Gradients slight for S.E. to S.W. winds on the coast and in the N. part of the China Sea. FORECAST:—Moderate S. winds; squally, showery.

LOCAL AND GENERAL.

THE Customs House officers in Switzerland are said to have been much troubled over the classification of some "performing fleas." One officer classed them as "comestibles," and when the decision was questioned, the matter was sent before a Supreme Court, who finally decided that they came under the fiscal head of "wild beasts." The final decision endorses Mark Twain's verdict. It will be remembered how frequently, when in Switzerland the tramp abroad used to hunt "chamois" o' nights.

HERE is an account of a fight within a fight, written to his father by a Natal volunteer: "There was a funny incident during the fight at Colenso. The Irish Fusiliers were making their way toward the Dutchmen's left flank, amid a terrific rifle and shell fire, and at one spot they halted for cover and a little time to regain breath. Here two of the men quarrelled, stood up amid the singing around them of hundreds of bullets, had a regular set-to with their fists, with their comrades around them looking on, and, when the best man won, they coolly resumed their march to the river front, well satisfied with their thrilling interlude."

WE would call the attention of our readers to an advertisement re the proposed new Rifle Corps appearing in another column.

THE civic authorities of Montreal are pushing cases against Chinese for non-payment of the laundry tax, and in many cases Chinamen have been sent to jail. Over a hundred delinquents appeared before the recorder but judgment against them was suspended. It is stated the Celestials have the necessary fifty dollars to pay the tax, but will not pay it until forced by the law.

THE CRISIS IN CHINA.

TIENTSIN RELIEVED.

BRITISH FORCE SUCCEEDS.

Rather a serious rumour was going the rounds during the forenoon, consequent on the confirmed telegrams that the Russians and Germans had been repulsed in their attempts to effect the relief of Tientsin, and it was that the troop landed from the *Terrible* and the *Hinsang* had been cut up.

On enquiring at the Military Head Quarters this afternoon we were informed that official notification had been received to the effect that this force had succeeded in relieving Tientsin.

No detailed information can at present be divulged, but we are quite satisfied with being able to give the bare news of the relief.

—o—

MORE TROOPS FOR CHINA.

We understand that the General Officer Commanding has received notification to the effect that the Indian force now under orders to form the Field Force to the North has been considerably increased. The additional troops comprise two Infantry Brigades of four battalions with divisional troops, one regiment of cavalry, one of pioneers, three companies of sappers and miners, one field battery and two battalions of infantry for lines of communication.

—o—

A FRENCH GUNBOAT.

A French gunboat was signalled for some hours to-day but as she has not put in an appearance it is probable that she has gone to Canton to help guard the Shameen. There will then be three gunboats at Canton, one British, one American and one French.

—o—

THE "UNDAUNTED."

From private letters we learn that H.M.S. *Undaunted* had a very rough passage to Woosung. Near Amoy she passed the *Hinsang* at anchor under the land, evidently taking shelter from the blow. On approaching Woosung the ship was cleared for action, top-hamper sent down, splinter nets rigged, boats protected by hammocks etc., and four rounds of fuzed shell prepared for each gun. Nothing occurred however, and the vessel was awaiting orders, Captain Clarke having gone on to Shanghai to see on what duty the ship was to be employed. The *Undaunted* went up at fourteen knots.

—o—

REFUGEES.

We learn that owing to the large numbers of Chinese Christian refugees who are flocking into the Colony from all quarters to escape the consequences of the general anti-Christian movement now going on in China, the Government has placed at the disposal of the London Mission the vacant buildings within the walled city of Kowloon. The refugees will be housed there until such time as they can either establish homes for themselves in the Colony or can return to their villages.

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LI HUNG-CHANG.

Persistent rumours have been in circulation throughout the Colony to-day to the effect that Li Hung-chang is going north after all. The officers of the *Poswan* say that the report is denied in Canton, while the C. P. R. office has no news on the subject, but a passage, reserved for an anonymous Chinese gentleman, with a large retinue, has not been cancelled, though no money has yet been paid. Our readers must draw their own conclusions.

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SAM CHUN.

Latest advices from Sam Chun report all quiet in the vicinity. In all probability the news of events in the north has not as yet filtered through to the people.

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MACAO.

The *Heungshan*, Captain Morrison, which arrived from Macao this morning, reports all quiet there. Preparations have been made to guard against a rising and business goes on as usual. Many missionaries from the surrounding districts have come into Macao for safety.

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NEWS FROM WUCHOW.

The s.s. *Sanshui*, Captain Dixon, arrived this morning from West River ports, bringing the missionary ladies from Wuchow and Sanshui for safety. Six ladies came from Wuchow and two from Sanshui. After the ladies had been embarked at Wuchow there was a great uproar in the town, a mob proceeding to the chapel, banging on the door and shouting "kill all the foreign devils." The European residents of Wuchow are prepared to leave immediately should matters become more threatening.

Should a rising occur it is unlikely that news will get through by telegraph, as the Taotai controls the wire and most convenient "interruptions" take place whenever it suits his convenience.

It is reported in Wuchow that H.M.S. *Sandpiper*, with Consul Little on board, is unable to reach Nanning, owing to the river being very low.

AFFAIRS IN THE NORTH.

(From Our Own Correspondent.)

TIENTSIN, June 14th.

Matters have not mended. Every hour seems rather to be increasing the complication of affairs. A great upheaval towards the crisis seems to have been given by the appointment on Sunday last of Prince Tuan as head of the Tsungli Yamên by Imperial Edict, superceding Prince Ching, who is known to have favoured strict dealing with the Boxers. On the same day, as I have already wired you, all the telegraph wires around Peking were finally cut and all public communicaton with the outer world ceased, since which time news has only reached us through private messengers employed by missionaries and the Legations. On the 10th also, the murder of the unfortunate Japanese Secretary took place, and respectable Chinese who have come down from the capital say that it is death to any foreigner to show his face in the streets. To-day comes the startling news that the British Legation has been fired and the German Minister killed. I am trying to ascertain the facts, but up to the present moment have been unable to do so. Though all the leading people here seem to have heard the news, it is generally considered too tragic and terrible to be true. Even now many people refuse to see in the situation any element of gravity; though in justice to the majority it must be confessed long faces predominate. Most would be longer still did they realize what really lies ahead. Our relief column under Admiral Seymour has only yet got a trifle more than half way to the walls of Peking, where the first struggle will commence. The difficulties of the line have proved vastly more than estimated, and the work to be done has been steadily increased by Boxers on ahead all the time. The column has virtually had to advance in the wake of locusts devouring and destroying all before them. Provisions for a campaign were not attempted at the start and each nationality has had to supplement supplies by daily trips to the port for food and water. Since an encounter they had with Boxers on Monday when they shot about 50, they have been keeping things pretty quiet up the line, and no one seems to know precisely what is being done now. The Admiral is most anxious that more men should not be sent forward as it is so difficult to provision them, and he does not dare perhaps to deplete our vessels more than he has already, so we are all waiting the arrival of the Hongkong troops in the *Terrible* with great impatience. We have 2300 Russians here however waiting to go forward, and they were expected to move on to-day, but were still in camp two hours ago. The railway has been taken over entirely under British command, and as an inevitable consequence some little friction has taken place in some quarters. But I do not think they are more than skin deep quarrels, as whatever rivalries and jealousies may exist, all nationalities are agreed in the one object, to release the women, children and comrades shut up within the three-walled City, in which they are all represented. When that job is accomplished leisure may be found for criticism and censure perhaps, but not before I hope. It is difficult for us here to realize just the work that lies before our force, but it seems to me foolish to under-estimate it. It also seems to me that it will be easier to force a way in than to fight it out again as a convoy to the women and children, not to mention some 200 helpless Christian converts who are, shut up in the American Mission compound and who will be massacred unless saved with the others. That the Chinese troops will fight for all they are worth, and be assisted by the whole Peking population is now beyond doubt, and some of Tung's and Sung's troops are already stationed outside the walls to help to harass our men as they come up. It seems probable that the forces will have to make a forced march of it from Anting on, and when they are joined by the Russians. I believe the Japanese are mobilizing some 47,000 troops at Nagasaki, and they have wired for a transport to be despatched here instantly. They will probably be our most valuable ally.

14th, 9 p.m.

I have been round this evening interviewing various people and have satisfied myself that the report about the German Minister which I wired you in some doubt to-day is at present untrue. I am in a pessimist vein and maintain that anything is possible. What appears to have started the report was the destruction of the British Legation houses at the hills, which together with the Grand Stand at the race course are certainly burnt. I hear the troops up the line have had another brush with the Boxers and killed more without any casualities on our side. The *Monocacy* has arrived and will be berthed at Tangku and thus enjoy the distinction of being the only foreign war vessel actually in the river. The others plume themselves if they can get over the Bar at all. A sharp look out is being kept to-night as an attack is threatened either to-night or to-morrow, and the Boxers are very assured in their demeanor in the native City. They are boldly putting on their uniforms and marching about in front of the Viceroy's Yamên. I see our Jack tars, who keep a constant look out day and night from the lofty tower of the Gordon Hall, our municipal building, are trying to fix up some flash night signals to-night.

15th, 11 a.m.

There was a little movement last night, shortly after midnight two fires being observed raging in the Native City, and later on a ring of flame out on the plain indicating that the Boxers were at work on the native villages. Three Protestant preaching places in the City were destroyed, and to-night, which is the anniversary of the Tientsin massacre, another attempt is expected. Last evening about 8 they despatched a train from here to form the column with some French and British marines and a search-light, but a few minutes later news came that the bridges beyond Yangtsun had been again destroyed, and the train had to be signalled to return. Persons here have talked very confidently that the line was being well protected, but for all that the Boxers have slipped in at the rear of the column and now greater difficulty will be experienced in getting up supplies. Letters to hand from Peking indicate a rather less terrific state of affairs than at first represented, as many have returned to their houses; but they are living in terror of course, and the danger of their position is greater than they comprehend perhaps. A most delightful story reaches me from Peking. The Chinese say that the searchlights of the war vessels were seen in Peking, and that the Boxers promptly slid down the ray and sank all the vessels, since which time they (the vessels) have not been seen! I need hardly say that although a searchlight was being taken up the line, none had been used at Taku that I know of, and could not have been seen in Peking anyway. But so wildly excited are the people, and so thoroughly panic stricken are they by terror of these superhuman "Boxers," that it is hardly wise to use the searchlight or anything else which the rioters could turn to account as a supernatural demonstration. Several persons have lost their servants since last nights fires, and hardly a family has an amah now. As I have wired you, the local paper is unable to come out because all the men have deserted. Reuters' telegrams may be got out, but they may have to be circulated through the Clubs by having a few hand copies.

THE ATTACK ON TIENTSIN.

Undated.

An attack was made upon Tientsin last night and the Roman Catholic Cathedral, all preaching places and the greater part of the city burned. The Boxers then made a rush at the railway and came to within fifty yards of the Russian force at the Railway Station. The Russians fired fifteen rounds from their big guns and are reported to have killed three hundred.

At four o'clock in the morning the Boxers attacked the Settlement on the other side and our bluejackets fired upon them.

Everything is dislocated. We have no food and the telegraph wires are cut. Mails are also upset but I will do my best to get news through to you somehow.

STORY OF THE TAKU FORTS BOMBARDMENTS.

TIENTSIN UNDER ARMS.

SHANGHAI, June 21st.

A very full and graphic description of the state of affairs in Tientsin was given us yesterday by Mrs. James Jones, who returned in the afternoon from a short visit to that place. Mrs. Jones was able, too, to tell more of the scenes connected with the taking of the Taku Forts than has hitherto been known, and the following has very great interest:—

OVER THIRTY WARSHIPS.

Having just returned from a flying visit up north I send you a short account of the trip and experiences connected with it, as it may possibly interest you and some of yours readers. I left Shanghai in the s.s. *Hinfung* on Tuesday, 12th instant, for Tientsin, where, according to wires received things were very unpleasant owing to the Boxers. After passing through a fleet of about 31 war ships outside the Taku Bar, which made a splendid show, we finally reached Tangku on Friday in time to catch the last train leaving at 5 p.m.

EVERYWHERE ON GUARD.

On arriving at our destination (7.30 p.m. one hour late) were very much surprised to find the station simply crowded with sailors and marines, all fully armed and mostly Russians, some being well mounted on horses brought over from Port Arthur. On proceeding on our way the same sight met us, marines and sailors of all nationalities on guard everywhere, and quite prepared for a sudden attack. At the house where I was to stay I found that the place was apparently in their possession, about 50 Austrians being put up in the godowns adjoining the premises, whilst two of the officers occupied rooms in the house. After having dined, a party of us, escorted by a naval officer, took a short walk before retiring to rest, and then we saw what precautions had been taken for our safety. At every few yards we were challenged by a sentry. There was not a single Chinaman to be seen about and the whole place seemed still and deserted and very unlike Tientsin, especially the Taku Road which is as a rule I believe one constant flow of traffic. Just as we were returning we heard seven shots fired in rapid succession but feeling quite safe with so many protectors near we retired to rest. Not, as it happened, for long. At about midnight an officer came with the news that the whole of the Chinese city was in flames, that the Boxers were advancing and were then actually fighting at the Tientsin Railway station, which place they had also attempted to fire. We were told to get up and dress, so as to be in readiness to rush off to the Town Hall on the alarm being sounded.

TO THE GARDEN FOR SAFETY.

The fire was a tremendous blaze and a really grand sight. It is reported that the city was fired in fourteen different places, and if the wind had been in the other direction Tientsin would have stood but a poor chance. When ready, we spent most of our time in the garden (the alarm not having sounded) beside the ammunition, which had been carried out there in case of the buildings being fired. Ten men were left to guard us, and the rest went off with their officers to meet the Boxers. It was about three o'clock when we were at last told we might safely retire again, as all was quiet, the Boxers having been killed, but the number is uncertain. The firing had been very frequent since about 11 p.m. and that and the barking and howling of dogs round gave one an unsettled feeling, so that we did not retire but just lay down as we were.

A RUSH FOR SAFETY.

It was fortunate we did so, as at 4 a.m., we were hurriedly called up and informed that the Boxers were close upon us, advancing towards the back of our dwelling, and we were to go off at once to the Town Hall. As you can imagine in a very short space of time we were on our way there. The poor children were taken out of bed and hurriedly put into thick coats and shoes, and off we rushed to the Town Hall, where we found others similarly attired. It was a truly pitiful sight, there were so many little ones, some only a month old, and although they were very quiet and good, there were a few little white scared faces. Very few amahs were there, as most of the servants have run away, in some cases not one being left in the house. We remained at the Hall until about 7.30 a.m. not knowing quite what was happening or had happened during the time we had been there. Of course all sorts of rumours were going round which did not tend to improve matters. At last word come that it was safe to return to our homes. The Boxers had withdrawn but would return that night, and they expected to have a big fight. All the women and children were strongly advised to leave, but then the difficulty arose of how to get away. The lines had been tampered with and the trains were not running. The damage to the lines, however, was evidently not as bad as reported, as it was quickly repaired, and at 2 p.m. as many as could get away left for Tangku, a pilot engine going on ahead. Later on another train arrived, also with a number of ladies and children, and made for the various ships in port.

THE FIGHTING AT THE FORTS.

Even here our troubles were not at an end. We seemed to have fallen "out of the frying pan into the fire," for soon after getting on board we heard there was a probability of the Taku Forts being taken that night. It appears that the naval captains had called on the General of the forts, taking Mr. Johnstone, a good Chinese scholar, as interpreter, and informed him that unless they surrendered by 12 o'clock that night, they intended to bombard the forts at 2 a.m. it having transpired that thousands of soldiers were entering them and also laying mines across the channel during the day. In consequence of this the residents of Taku received orders at 6 p.m. to leave within an hour's time and take refuge on board the U.S.S. *Monocacy*, lying at the railway wharf. About 1 a.m. the Chinese opened fire, the first shot passing harmlessly through the *Algerine's* rigging. From this time till about 6.30 a.m. was an unceasing bombardment, the roar of the cannon being almost deafening. The first fort taken was the North, by, we presume, the Japanese, as that was the first flag we saw hoisted, followed shortly after by the British on the Outer-North fort.

IN THE LINE OF FIRE.

After taking these Forts the men-of-war steamed towards the mouth of the river and soon after the German and Russian flags went up on the South Forts. Shortly after daylight we saw four torpedo boats being towed in stern first by the *Whiting* and *Fame*, flying the British flag. During the time of bombardment we and the ships at Tangku were right in the line of fire and had anything but a pleasant time, the shells whistling above and around us in all directions, and the marvel is that the *Monocacy* was the only one struck, she receiving a shot right through her bows. The *Lienshing*, lying at Jardine's, besides running the risk of shells from the forts, was attacked by a party of Chinese who were looting the cargo, but the return fire from the *Lienshing* eventually drove them away. A shell falling into one of the Tangku hotels near the railway station killed three Chinese, the only ones that were in the house at the time.

GHASTLY SCENES.

About 10 a.m. when all was quiet, some of the officers of our ship went off to explore, Mr. Conley going to the North Fort, Mr. Burgess to the South, and Mr. Miller to Taku to see how the foreign residences had fared. On their return they had most ghastly tales to relate. The forts were a mass of ruins, rivers of blood, with headless and armless bodies everywhere, which the blue-jackets were gathering together and cremating in heaps.

A CHINESE EXODUS.

Several of the houses at Taku were complete wrecks and nearly all had suffered in some way. As soon as it was daylight we saw in the distance a black mass of Chinese hurrying from the Forts and the villages round about. It is feared they will make for Tientsin and join the Boxers. As we passed down the River on our return we noticed the Russian flag was flying at the Imperial Dock at Taku, also on a destroyer lying in the Dock. We do not know how many Chinese were killed, but near Tientsin Railway Station we saw several corpses lying round, the result of Friday night, a night none of us are ever likely to forget. Among the navy the casualties were:—

KILLED AND WOUNDED.

British—*Algerine*—1 officer killed, 1 officer badly wounded, 3 men killed.

German—*Illis*—commander badly wounded; some men killed through explosion of a boiler; some men also wounded.

Russian—*Bobr*—no casualties.

Russian—*Koreetz*—two officers badly wounded; eight men killed; twelve men badly wounded.

Russian—*Gilyak*—one officer wounded; eight men killed; ten men badly wounded; seventy men burnt through explosion in powder room.

French—*Lion*—one officer killed; one man wounded.

FLAGS AT HALF MAST.

On passing through the Fleet outside the Taku Bar on our return it made us all feel very sad to see the flags on every ship half mast. It brought before us the horrors of the previous night, and made us think, not only of the poor fellows who had lost their lives but also of the unfortunate ones left in Tientsin. The difficulty there is getting away, as it is impossible to leave on either boat or train without a guard. A few residents did start for Tangku but soon after leaving the crews deserted them. The trains are most uncertain and it is not always possible for people to leave, owing to the many attempts to wreck them.

ARMOURED TRAIN DISAPPEARS.

An armoured train that ran during the night for the protection of the line, on the night of the bombardment did not arrive as usual nor had they heard any thing of it in Tientsin up to the time of our leaving. Great uneasiness was felt both there and at Tangku at its non-arrival.

SCARCITY OF FOOD.

Another trouble is the scarcity of food, it being impossible to get any fresh meat, all the Chinese stores being closed, tinned provisions from the Foreign ones seem to be the only things procurable.

ACTS OF KINDNESS.

Before closing I should like to express my gratitude to all those who showed us such very great kindness. To Capt Indrach and Lieut. Lachanovchy of the *Zenta*, who when our servants deserted us, sent sailors to wash and cook and did every thing in their power to cheer us up and help us. To Capt. Wise of the *Monocacy* who met us at the Tangku Station and whose servant looked after our baggage, and last but not least to Capt. Warwick and his Officers, who readily gave up their cabins and have been kindness itself all through these trying times.

ANOTHER ACCOUNT OF THE FIGHTING.

In the course of an interview with an officer of the C. M. S. *Hsingfung*, which arrived yesterday from Taku, a representative of the *North China Daily News* was informed that the vessel had a very warm experience during the bombardment. "Were right in the thick of the fight, the shot and shell just clearing our awning boom," said the officer.

There were no big ships in the action, he went on, only gunboats or small craft, comprising three Russians, one English, one French and one German.

THE DAMAGE TO THE VESSELS.

One of the Russians got a shot in her bow and is now aground in shallow water. She was hit five times in all, and another of the Russians was hit three times. The *Algerine*, the British vessel, sustained no serious damage and only took two shots through her stoke hold ventilators. The heavy loss of the Russians is accounted for by the fact that a shot or shell fell in the magazine causing an explosion of ammunition.

AN ULTIMATUM SENT.

An ultimatum had been sent ashore to the effect that if Boxers were not checked, steps would have to be taken. Then some of the naval officers went to see the General at 12 o'clock on Saturday night, to ask what he intended doing. The General replied that

HE MEANT TO FIGHT,

and a bombardment by the fleet was arranged for 2 o'clock that morning. The Chinese, however, began firing a little before 1 a.m., using the searchlight. The U. S. S. *Monocacy* had been up river on patrol work, and as she came down men on shore near the wharves opened fired on her with rifles but they were soon silenced.

It was one of the Russian torpedo boats that silenced the fire of the riflemen along the creeks near the river, the work being done in very short time.

UNDER MANY FLAGS.

On the inner side of the fort the British and Japanese flags are flying, on the outer side the British and Russian flags, and on the south side the German and Russian colours fly. The Russian flag flies at the Navy yard and the docks. The four captured torpedo destroyers are under the British flag.

REPORTED MURDEROUS EDICT.

A report was current at Taku that the Empress Dowager has issued an edict, and had it published in the local papers, to the effect that all foreigners were to be killed.

A SCENE OF CARNAGE.

The forts do not show much damage from the outside, but on entering them a very vivid idea is gained as to the effect of modern shell fire. The place was wrecked, and mutilated men and horses were thickly strewn over the blood-stained ground. The visitors, after the fight, made quite a harvest of mementoes, and we were shewn yesterday a drum, a sword bayonet, and packets of gun fittings, portions of shell and other grim relics of the affray. These were taken from the fort, including also a crystal cap button and red tassel, that were lying near one of the dead.

The C.M.S. *Yunching*, during the early part of the fight, found that the big projectiles fell unpleasantly near her, and her captain thought it wise to shift his moorings and get out of the line of fire.

DAMAGE ON SHORE.

The effect of the shell-fire from the ships was terrific. A number of foreign houses ashore suffered severely—one indeed, that of Mr. Limberg, being entirely destroyed. One shell went right through one of the Tangku hotels. The shell that smashed Mr. Limberg's house also killed three people, presumably Chinese.

It is reported that the commander of the German gunboat *Illis* has lost both his legs, being wounded by the fire from the forts.

The U.S.S. *Monocacy* had one shot that went through her pinnace and her bulwarks.

The *Hsinfung*, in view of the situation, has brought back her original cargo from Shanghai, and also some 240 Chinese passengers, men and women, young and old, who were busy yesterday getting their goods and chattels ashore.

THE ATTACK ON TIENTSIN.

TIENTSIN, 26th June.

An attack was made on Tientsin last night. The Roman Catholic Cathedral, all the preaching places, and the greater part of the city were burned. The Boxers then made a rush on the station, and actually came within 50 yards of the Russian troops, who fired fifteen rounds with big guns. They reported that they had killed between 300 and 400, though there is no proof of this yet. They attacked the Settlement from two sides, and but for 2,000 Russians we should have done badly, as 200 of our men had been sent down to guard the line to Tangku on which Chinese troops were reported marching. Everything is dislocated here, the wires cut, and the mail service off.

THE SITUATION AT SHANGHAI.

THE TROOPS FROM HONGKONG.

On Monday last the steamer *Hinsang*, with troops from Hongkong bound north, had to take shelter at Amoy from a heavy N.E. gale.

From Japanese sources we learn that the cruiser *Yoshino* 4,180 tons, Captain Dewa, was expected to reach Taku yesterday, and the armoured cruiser *Yakiwa*, 9,750 tons, left Nagasaki on Sunday with Admiral Togo on board for Taku.

ARRIVAL OF H.M.S. UNDAUNTED.

H.M.S. *Undaunted*, from Hongkong, arrived at Woosung on Tuesday afternoon, having been brought in by Pilot Carmichael. The big cruiser was in regular fighting trim, her top hamper being sent down, cat-davits and forward and after capstans unshipped, and guns and ammunition hoists all ready for action.

ROCKET PRACTICE.

On Tuesday night at 9 o'clock some alarm was occasioned by the firing of rockets from Hongkew Police Station and Jessfield. The pyrotechnics were merely to test the efficacy of such a mode of signalling between the more remote police districts, and apparently it proved quite satisfactory.

NO NEWS BY THE "CHIYUEN."

The C. M. S. *Chiyuen* which arrived yesterday from Tientsin brought no news of importance, her draught compelling her to take moorings outside the bar. Her people say that they saw the troops being landed each day, and when she left on Saturday at 7.20 a.m. there were some 26 warships of different nationalities about Taku. The *Chiyuen* had no trouble about getting her cargo in and out, but lighter supply was not so good as usual.

INCREASE OF TROOPERS.

The Sikh troopers, who do excellent patrol work on the outskirts of the Settlement, have, we are glad to see been increased to the number of 20. Yesterday morning Sergeant Spottiswoode and Mr. McEuen, with a party of troopers, visited West Hongkew Police Station, and as they came clattering into the station at 3 a.m., the Sergeant in charge showed himself to be very much on the *qui vive*, as he rushed out with a double-barrelled shot gun, and probably someone would have been hurt had not his hail been promptly answered.

A CHANGE OF FLAG.

The steamers of the C. M. S. Co. are, it is currently reported, to go under the British flag. We heard yesterday that the *Fungshun* is to fly the red ensign to-day and the Plimsoll mark was painted on her yesterday.

NEWS FROM TSINGTAO.

The *Ostasiatische Lloyd* issued yesterday morning the following Extra:—

TSINGTAO, 19th June, 7.50 p.m.

Vice-Admiral Bendemann wires via Seoul, that all means of communication between Taku, Tientsin, and Peking have been destroyed. The situation at Peking is absolutely unknown at Taku.

Admiral Bendemann has demanded reinforcements. Six Officers and 420 Marines have consequently left Tsingtao for Taku on board of the cruiser *Irene* (370 men, 4 cannons, 14 quick-firing guns, 9 Maxims).

Whilst storming the Taku Forts Captain Lans, Commander of the *Iltis*, was severely wounded and Captain-lieutenant Kühne killed.

It is reported here that two English men-of-war at Taku have been sunk.

It is further reported, that the German Minister at Peking has been murdered.

WAR CORRESPONDENTS.

The French mail yesterday brought up war-correspondents who are going to the front, Mr. O. K. Davis of the *New York Sun*, Mr. R. Collins of the *Associated Press*, and Mr. F. Palmer of the *New York World* and *Collier's Weekly*.—*N. C. D. News.*

ESCAPE FROM VICTORIA GAOL.

This morning Yeung Hing was convicted of the theft of two pieces of iron, the property of Wok Man Kong, of Mosque Junction, and was sentenced by Mr. Hazeland to six months' imprisonment with hard labour.

After he had been escorted to the prisoners' room, the lukong in charge left him for a while to attend to some other duty, and no sooner had he turned his back than his ward made a successful dash for liberty, and ran down the back steps leading from the Gaol to Arbuthnot Road.

A European Sergeant of the Police gave chase but in spite of this and a search through out the city, the man has succeeded for the time being in dodging his would-be captors.

HONGKONG GENERAL CHAMBER OF COMMERCE.

We have received the following correspondence for publication:—

COLLECTING ASHES FROM STEAMERS.

Colonial Secretary's Office,
Hongkong, 5th May, 1900.

Sir,—I am directed to acquaint you for the information of the Chamber of Commerce that a tender has been received by Government for the sole privilege of collecting ashes from Steam vessels within the Harbour Limits. The ashes so collected would be sifted at specified places and the valueless refuse deposited on authorised spots on the foreshore.

It is anticipated that if the collection of such ashes were entrusted to a Contractor the dumping into the Harbour of the considerable quantities of valueless ashes which there is good reason to believe at present takes place, would be obviated.

From a Police point of view it is expected that the change would also be an improvement as evidence is not wanting that under existing conditions the collectors of ashes who prowl round the shipping spend much of their time in thieving.

I enclose copy of the Regulations under which such a Monopoly would, if instituted, be enforced and regulated, and I am to add that the Contractor would be required to give substantial security for the performance of his contractor and for the honesty of his employees.

I am to request that the Chamber of Commerce will favour the government with their opinion upon the desirability or otherwise of creating such a Monopoly.

I have the honour to be, Sir,
your most obedient Servant,
(Sd.) F. H. MAY,
Ag. Colonial Secretary.

The Secretary, Chamber of Commerce.

Hongkong General Chamber of Commerce,
Hongkong, 19th May, 1900.

Sir,—I have the honour to acknowledge receipt of your letter of the 5th inst. (No. 800) informing this Chamber that a tender had been received by the Government for the sole privilege of collecting ashes from steam vessels within the harbour limits, and requesting their opinion upon the desirability or otherwise of creating such a monopoly.

2.—This question has had the prompt consideration of the committee, who as the result of careful inquiry and deliberation, feel bound to record an opinion adverse to the proposal.

3.—At first blush the project appears free from serious objection and calculated to obviate in some degree an admitted evil, namely, the dumping of ashes into the harbour, thereby causing the fore shore to silt up. The objections to the creating of a new monopoly to be worked by Chinese are, however, not far to seek, and greatly outweigh any benefits which might accrue therefrom. The Committee are opposed on general grounds to the principle of farms, but these are accentuated by the manner in which such privileges are worked by the Chinese. It is only necessary to refer to the working of the Conservancy contract to illustrate the evils arising from these monopolies. This contract is sub-let to such a degree that complaints are constant of the abuses arising from the default of the contractors. There is no guarantee that these evils would not be repeated in the case of an Ashes contract.

4.—There is a danger that, either from want of boats or inability to see the signals, especially from steam-launches, considerable delay in the movements of shipping might attend the establishment of an Ash Monopoly, or that steamers would be compelled to carry their ashes out to Sea through inability to wait for the arrival of the ash boats.

5.—While it is probable that petty theft prevails under existing conditions, it is more than doubtful whether this might not be succeeded, in the event of a Monopoly being granted, by an organised system of bribery, and a greater evil be thus inaugurated.

6.—The present system is of course far from perfect, but it has not given rise to any very serious complaint, and if the Police desire to obtain better control over the the ash collecting boats my Committee respectfully suggest this might be done as readily by licensing the boats as by creating a privileged monopoly.

7.—The greatly enhanced value of the ashes is causing a wholesome competition for the right to collect them which ought to serve as a guarantee both against dumping and against misconduct by petty theft if the boats are licensed.

8.—Apart from other objections to the proposal, the Committee earnestly deprecate the establishment of Chinese monopolies, on the ground that they invariably tend to a serious increase in state-created crime, greatly augmenting the work of the police, and because, though perhaps indirectly, they constitute a burden on legitimate trade.

I have the honour to be, Sir,
Your most obedient servant,
R. CHATTERTON WILCOX,
Secretary.

Hon. Acting Colonial Secretary.

P. S.—The copy of the draft Regulations and conditions of the proposed monopoly is returned herewith, as requested.

DUTIES ON TEA.

British Legation,
Tokio, 8 th May, 1900.

Sir,—I have to acknowledge the receipt of your letter of the 28th ult., addressed to Sir Ernest Satow, in further reference to the question of the discriminating export duties charged in Formosa on teas exported *vid* Chinese ports and Hongkong.

In reply I beg leave to inform you that the question is still under discussion between Her Majesty's Government and the Government of Japan, and that before his departure on leave of absence, Sir Ernest Satow addressed a further communication to the Japanese Minister for Foreign affairs on the subject, to which there has not yet been time to receive a reply.

I may add that Sir Ernest Satow informed the Chairman of the Amoy Chamber of Commerce in this sense on the 18th ultimo.

I have the honour to be, Sir,
Your obedient servant,
J. B. WHITEHEAD.

The Chairman, Hongkong Chamber of Commerce.

Amoy General Chamber of Commerce,
Amoy, 4th June, 1900.

Sir,—I beg to knowledge receipt of your esteemed letter of 7th ult., enclosing copy of a despatch addressed by your Chamber to H.B.M.'s Minister in Tokyo, in connection with tea duties in Formosa, and the Chamber begs to thank you for the support you have given it in its subject.

I now beg to hand you herewith a copy of a despatch received by this Chamber from H.E. Sir Ernest Satow, and a copy of the Chamber's reply to the same.

I am, Sir,
Yours faithfully,
J. D. WINGATE,
Secretary.

R. Chatterton Wilcox, Esq., Secretary, Hongkong General Chamber of Commerce.

Amoy Chamber of Commerce,
Amoy, 30th May, 1900.

Your Excellency,—I have the honour to acknowledge receipt of your despatch of 18th April.

In reply to your inquiry as to whether in the applications to the Tamsui Customs for export permits for Formosa tea, it is described as being shipped to Amoy simply or to Great Britain or a British Colony, the Chamber states that it has every reason to believe that the majority of the applications on outward cargo, which suffers from the differential tax, are made for Amoy and for Hongkong, its ultimate destination not being described. As a matter of fact the ultimate destination is oftentimes only decided in Amoy or Hongkong, the cargo finds its way ultimately to Great Britain, Straits Settlements, the Colonies the United States, the Continent of Europe, China, and Japan, and 80% or more is handled by British merchants, no matter what its final destination may be. The trade route established in the year 1858, when Formosa ports were opened to Foreign trade, was for shipment of Formosa produce to foreign countries *vid* Amoy and for Hongkong. An immense amount of British capital has been sunk in establishing that route, and it is a differential tax against it that this Chamber feels it most justly complains of, as being unjust and distinctly contrary to Treaty. The Chamber feels that British merchants should be allowed to choose their own route of shipment without having to to pay an extra tax for so doing. To compel at them to ship via Japan, in order to avail themselves of a reduced duty if they do so seems to be a grave injustice, and is so regarded by the other Chambers in China.

I have the honour to be, sir,
Your Excellency's obedient servant,
FRANCIS CASS,
Chairman.

His Excellency Sir Ernest Satow, K.C.M.G., H. B. M.'s Envoy Extraordinary and Minister Plenipotentiary, Tokio.

British Legation,
Tokio, 18th April, 1900.

Sir,—I beg to acknowledge receipt of your letter of 5th inst. with reference to the export duties on tea shipped from Formosa, and to state to you, in reply, that the question is still under discussion between Her Majesty's Government and that of Japan, and that I am unable to give you any more definite answer to the present moment. I should be glad to know whether in the applications to the Tamsui Customs for export permits for Formosa tea, it is described as being shipped to Amoy simply, or to Great Britian or a British Colony, as the case may be *vid* Amoy. I would suggest that, if the latter wording were adopted, the fact of differential treatment would be more apparent. You will of course understand that it is only on behalf of tea, the ultimate distination of which is Great Britain, the Crown Colonies, or such of the Colonies enumerated in Article XIX. of the Treaty of 1894 as have adhered thereto that Her Majesty Government would be in a position to make representations to the Japanese Government, the tea destined to the United States being an American interest.

I have the honour to be, Sir,
Your obedient humble servant,
(Sd.) ERNEST SATOW.

Francis Cass, Esq., Chairman, Amoy Chamber of Commerce.

Colonial Secretary's Office,
Hongkong, 5th June, 1900.

Sir,—I am directed to transmit to you for the information of the Chamber of Commerce the enclosed translation of portion of a report contained in a despatch from His Excellency the Viceroy of Kwang Tung, dated 14th April, together with a copy of a letter relating thereto from His Excellency the Vice-Admiral.

I am to request you to be good enough to use your influence with the masters of British steamers and launches to induce them to slow down when approaching and passing Lak Lao.

I have the honour to be, Sir,
Your most obedient servant,
(Sd.) F. H. MAY,
Acting Colonial Secretary.

The Secretary of the Chamber of Commerce.

(Extract.)

14th April, 1900.

"With respect to the stoning of the steamer "Lungkong" by people at Lak-lao I find that the river at Lak-lao is in my district and is tortuous and narrow and that the current runs swiftly. When steamers arrived at this place they were formerly obliged to go slowly; if they did not collisions with small boats were inevitable and people were drowned. It is not known how often this occured, but it is for this reason that the people and the shopmen living on the two banks of the river, when they see steamers coming too fast, throw stones to make them go slowly. They do this, it is quite evident, to prevent collisions with small boats. Lungkong is a place within my jurisdiction, and the steamer in question although it flies a foreign flag is run by people of this District. Lung-kang is very close to Lak-lao and the owners of the steamer must necessarily know the circumstances of the place. As the steamer did not slow down it seems difficult specially to blame this village people for throwing stones. I have already ordered the Elders and gentry of the place to put a stop to the stone throwing, but several tens of thousands of merchants and people live there, and I am afraid it will prove difficult to point out who throw the stones and put a stop to it.

I request that a despatch may be written to the Consul to issue instructions to the captains of steamers hereafter when they arrive at Kok-lao that they must slow down and proceed at a moderate pace, that collision with small boats may be avoided.

Centurion, at Wei-hai-wei,
12th May, 1900.

Sir,—With reference to a Despatch from His Excellency the Viceroy of Kwang Tung dated 14th April, a copy of which has been forwarded to me by the Commodore, on the subject of recent attacks on Steam Launches on the West River, I have the honour to inform your Excellency that I quite concur in the suggestion therein that steamers should be obliged to go slowly when they arrive at Lak lao, so that collisions with small boats may be avoided. The River or Creek there is tortuous and very narrow, and it is certainly dangerous to boats and native traffic for steamers to pass through at high speed.

2.—I would suggest to your Excellency that notice should be given to all British steamers or steamboats plying in those waters that they are always to slow down when approaching and passing Lak lao, and that His Excellency Li should be informed that such notice has been given.

I have, &c.,
(Sd.) E. H. SEYMOUR,
Vice-Admiral.

His Excellency Major-General W. J. Gascoigne, C.M.G., Administering the Government; Hongkong.

Hongkong General Chamber of Commerce,
Hongkong, 8th June, 1900.

Sir,—I beg to acknowledge receipt of your letter of the 5th inst. (No. 993), enclosing translation of a portion of a report contained in a despatch from H. E. the Viceroy of the Two Kwang, dated 14th April, together with copy of a letter relating thereto from H. E. Vice-Admiral Seymour, and requesting the Chamber to use its influence with the masters of British steamers to induce them to slow down when approaching and passing Lak-lao on the West River.

The matter has been considered by the Committee, who have authorised communication with the companies engaged in the navigation of the river, who have been supplied with copies of the correspondance and requested to bring it to the attention of the commanders of their steamers, who will no doubt, in future, observe the precaution.

I have the honour to be, Sir,
Your most obedient servant,
R. CHATTERTON WILCOX,
Secretary.

Hon. Acting Colonial Secretary.

Hongkong General Chamber of Commerce.
Hongkong, 7th June, 1900.

Dear Sir,—I beg leave to enclose herewith copy of a letter from the Colonial Government, together with enclosures, on the subject of the navigation of a certain creek of the West River at a place called Lak-lao, recently the scene of a hostile demonstration against a foreign steamer, caused, it is alleged, by steamers passing too rapidly in a narrow and tortuous channel and thereby colliding with native craft. H. E. the Viceroy now requests, and Vice-Admiral Sir E. Seymour concurs in the request, that foreign steamers passing Lak-lao will in future slow down at that point in order to avoid the chance of a collision with the native vessels. Will you, therefore, kindly make known this request to the commanders of your steamers navigating the West River?

I am, Dear Sirs,
Yours faithfully,
R. CHATTERTON WILCOX,
Secretary.

Messrs. Jardine, Matheson & Co., General Managers, Indo-China S. N. Co., Ld.

[Similar letters were addressed to the China Navigation Co., the H., C. and Macao Steamboat, and Messrs. Barker & Co.]

THE PLAGUE.

Cases reported to 25th instant	.....	690
Do. do. during past 24 hours	...	10
Total	...	700
Deaths reported to 25th instant	.....	632
Do. do. during past 24 hours	...	10
Total	...	642

HOW SHANGHAI GAINS RECRUITS.

A HINT FOR VOLUNTEER OFFICERS.

AN APPEAL FOR RECRUITS.

To the Editor of the
North-China Daily News.

Sir,—As I have the honour at present to be Acting C. O. of the S.V.C., I take the liberty, with the authority of the Council, to make an appeal through your columns to the young and able-bodied men of Shanghai to join the corps at once, and so have a Battalion worthy of Shanghai.

I am not in any way an alarmist, but I feel sure that every one of us who takes any interest in our Settlement must see that we live in critical times, and that every man between the age of 18 and 45 who can bear arms is individually responsible, not only for the welfare of what is to the greater number of us our only home, but is also morally responsible for the safety of the women and children who make Shanghai to-day such a much more homelike place to live in than it was thirty years ago, when the Volunteer force was very much larger, and the number of women and children to be protected very much less.

It is useless for men to say they have no time, as if we have trouble here which can be prevented or anyhow minimised by a Battalion of say 800 men, I have no hesitation in saying that if they do not join the ranks, and trouble should overtake us, they will find that they have then plenty of time to consider the situation, and probably with a regret that will be a financial one.

It is, I think, the duty of every employer of labour to make it imperative at the present time, that his employees should join one of the units of the corps, and so be able at any moment to show a front that would give a wholesome lesson to anyone who attempted to disturb the peace and good order of our settlement.

In conclusion, I have one special favour to ask of those from whom we receive many blessings, namely the Ladies, and that is that they assist here, as they have done in all times and in all places, to fill our ranks, and make it a *sine qua non* that their smiles will become frowns unless their cavaliers become such good soldiers that they will have a place on the list of Efficients.

Apologising for taking up so much of your space, which I only do as I feel that the cause is a good one and the necessity a real one.

I am, etc.,
B. A. CLARK,
Major in Command,
S. V. C.

18th June.

SHIPPING REPORTS.

Captain A. P. Clements, of the steamship *Kwang Ping*, from Taku, *via* Chefoo, reports:—Strong S.W. winds and fine weather.

Captain P. H. Rolfe, of the steamship *Yuensang*, from Manila, reports:—Light to moderate winds, fine and clear, with S.W. swell.

Capt. Williamson, of the steamship *Chowfa*, from Bangkok, reports:—Rain, squally weather from Bangkok to Padaran, thence to port cloudy and fine weather with moderate S.W. winds.

Capt. W. Davis, of the steamship *Haimun*, from Tamsui, *via* Amoy and Swatow, reports:—Tamsui to Amoy moderate S.W. winds and sea with fine clear weather. Amoy to Swatow light S.W. winds, smooth sea and fine weather; thence to port fresh S.W. winds, moderate sea and fine weather. Vessels in Amoy:—*Esmeralda*, *Chiltagong*, *Cheong Igong*, and two Japanese gunboats.

NOTANDA.

CALENDAR.

JUNE.

Meteorological means based on fifteen years' observations to 1898.

Barometer	29.764
Thermometer	80.7
Humidity	83.0
Rainfall	16.496

TO-DAY.

WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.86	29.77
Temperature	83	84
Humidity	78	75
Rainfall	0.04	—

TO-DAY.

Tuesday, 26th June, 1900.

Chinese—*30th of 5th moon of 26th year of Kwang-sü.*

Sun—*Rises* ..... *5hr. 19min.*
Sets ..... *6hr. 45min.*
Moon—*Max. Dec. N. 2hr. a.m.*
High water—*Morning* ..... *7hr. 53min.*
Afternoon ..... *10hr. 9min.*
Low water—*Morning* ..... *0hr. 52min.*
Afternoon ..... *3hr. 6min.*

ANNIVERSARIES.

1843—Charter of Hongkong read at Government House.
1858—Treaty between England and China signed at Tientsin.
1863—Subsidiary coins obtained from England.
1875—Li Hung Chang appointed to inquire into the murder of Margary.
1886—The s.s. *Compton* lost on a voyage to Manila.
1897—Eruption of Mayon Volcano, Luzon; 300 lives lost.
1899—Telegraph line between Labuan and Sandakan B.N. Borneo in working order.
1899—Serious riots at Kiaochow, several thousand natives attack railway, 9 Chinese killed.

TO-MORROW.

Wednesday, 27th June, 1900.

Chinese—*1st of 6th moon of 26th year of Kwang-sü.*

Sun—*Rises* ..... *5hr. 19min.*
Sets ..... *6hr. 45min.*
Moon—*New Moon 9hr. 4min. a.m.*
High water—*Morning* ..... *8hr. 35min.*
Afternoon ..... *10hr. 50min.*
Low water—*Morning* ..... *1hr. 33min.*
Afternoon ..... *3hr. 45min.*

ANNIVERSARIES.

1857—Cawnpore massacre.
1858—Treaty between France and China signed.
1866—The s.s. *Prince Albert* confiscated by the British Consul and Customs at Canton.
1870—Earl of Clarendon died.
1896—Suicide of the Rev. Nestor de Castilho at Macao.
1897—Loss of the Russian ironclad *Ganjut* in the Baltic.
1898—Belgian contract to construct the Luhan Railway signed.—Egyptian Government refuse to allow Spanish fleet to re-coal.
1899—E. & A. S. S. Co.'s steamer *Airlie* a ground on Vernon Island.

AGENDA.

TO-DAY.

Cargo ex *Belnomond* subject to rent.
Cargo ex *Wakasa Maru* subject to rent.

TO-MORROW.

C. P. R. steamer *Empress of India* leaves for Victoria B.C. etc.
11 a.m.—Public Auction Sale of Surplus Stores and Rifles etc., by Messrs. Hughes and Hough's.
4 p.m.—C. N. Co.'s steamer *Kaifong* leaves for Manila.
5 p.m.—C. & M. S. N. Co.'s steamer *Diamante* leaves for Manila.

THURSDAY, 28th.

Noon—N. L. steamer *Oldenburg* leaves for Europe.
4 p.m.—Cargo ex *Valetta* subject to rent.
O. S. Co.'s steamer *Ulysses* leaves for Liverpool (direct).

FRIDAY, 29th.

(About) P. & O. S. N. steamer *Mazagon* leaves for Marseilles and London.
N. L. steamer *Armenia* leaves for New York via Suez Canal.
Daylight—N. Y. K. steamer *Inaba Maru* leaves for Marseilles, London etc.
Daylight—N. Y. K. steamer *Futami Maru* leaves for Australia *via* Manila.
8 p.m.—Regular Meeting of the Lion and Rose Lodge.

SHIPPING AND MAIL NEWS.

MAILS DUE.

German *(Stuttgart)* to-morrow.
German *(Oldenburg)* to-morrow.
Indian *(Arratoon Apcar)* 30th inst.
American *(Gaelic)* 2rd prox.
French *(Fonkin)* 3rd prox.
Canadian *(Empress of Japan)* 10th prox.
American *(Hongkong Maru)* 12th prox.
American *(China)* 20th prox.

* * *

The P. & O. S. N. Co.'s steamer *Pekin*, left Singapore for this port to-day, the 26th inst., at 6 a.m.

* * *

The steamer *Macedonia*, from Middlesbro' & London will leave Singapore for this port this afternoon, the 26th inst.

* * *

The N. P. S. Co.'s steamer *Brenmer*, has arrived at Yokohama and sailed for Portland Oregon to-day, the 26th inst.

* * *

The N. Y. K.'s steamer *Kinshin Maru*, (American Line) left Kobe *via* Moji for this port the 24th inst., and is expected to arrive here on the 1st July.

* * *

The Imperial German Mail steamer *Oldenburg*, has left Foochow to-day at a.m., the 26th inst., and may be expected here on or about Wednesday, the 27th inst.

* * *

HONGKONG AND WHAMPOA DOCK RETURNS.

U.S.S. *Monterey*	.....	at	Kowloon	Dock.
Sungkiang	.....	"	"	"
Fatsang	.....	"	"	"
Changsha	.....	"	"	"
Freiburg	.....	"	"	"
Min	.....	"	"	"
Goodwin	.....	"	Cosmopolitan	"
Milos	.....	"	Aberdeen	"

Shipping.

Arrivals.

KWANG PING, Chinese steamer, 1,241, A. P. Clements, 26th June,—Taku via Chefoo 17th June, General.—C. E. & M. Co.

ELSE, German steamer, 900, T. Petersen, 26th June,—Chefoo 18th June, Beans.—Tung Kee.

HAIMUN, British steamer, 637, W. Davis, 26th June,—Tamsui 22nd June, Amoy and Swatow 25th, General.—Douglas, Lapraik & Co.

YUENSANG, British steamer, 1,128, P. H. Rolfe, R.N.R., 26th June,—Manila 24th June, General.—Jardine, Matheson & Co.

FUTAMI MARU, Japanese steamer, 2,390, J. Thom, 26th June,—Nagasaki (Japan) 22nd June, General.—Nippon Yusen Kaisha.

PIGMY, British gunboat, 755, John F. E. Green, 26th June,—Manila 23rd June.

CHOWFA, British steamer, 1,055, J. Williamson, 26th June,—Bangkok 18th June, Rice.—Butterfield & Swire.

Clearances at the Harbour Office.

Clara, German str., for Hoihow.
Decima, German str., for Pakhoi.
Samshui, British steam-launch, for Wuchow.
Kintuck, British str., for Shanghai.
Else, German str., for Canton.
America Maru, Japanese str., for Shanghai.
Kwai Lun, British steam-launch, for Macao.
Anping Maru, Japanese str., for Swatow.
Suisang, British str., for Singapore.
Hue, French str., for Haiphong.
Jason, British str., for Amoy.
Hongkong, French str., for Haiphong.
Pak Kong, British str., for Canton.

Departures.

June 26, *Hoihao*, French str., for Hoihow.
June 26, *Amara*, British str., for Kobe.
June 26, *Fushun*, Chinese str., for Canton.
June 26, *Cheang Hock Kian*, British str., for Amoy.
June 26, *W. H. Smith*, American ship, for Puget Sound.
June 26, *America Maru*, Japanese str., for San Francisco.
June 26, *Suisang*, British str., for Calcutta.
June 26, *Formosa*, British str., for Swatow.
June 26, *Hunan*, British str., for Moji.
June 26, *Foochow*, British str., for Canton.

Passengers—Arrived.

Per *Kwang Ping*, from Taku, &c.—Mr. Gordon Hoskins, and 98 Chinese.

Per *Haimun*, from Coast Ports—Mrs. Sullivan and 5 children, and 2 Chinese.

Per *Yuensang*, from Manila—Mrs. Thomas, Mrs. Flores, Messrs. M. Allix, W. S. Richards, H. R. Paulsen, Capt. F. P. Gilmore, Messrs. S. S. Lichanes, J. Cannan, and 205 Chinese.

Per *Futami Maru*, from Japan for Hongkong—Mr. and Mrs. Imamura, and 10 Japanese. For Manila—Mrs. and Miss Brannersrenther, Mr. Holly V. Hill, Lieut. Geo. B. Rodney, Mr. G. T. Page, Lieut. C. L. Willard, Mrs. Jones and 3 children, Messrs. D. Earnshow, L. J. Cook, J. Inkarnetions, P. Pasena, N. A. Jensen, Mrs. Lavoury, Messrs. A. Petterson, J. J. Donahne, Thom Leahy, and 5 Japanese. For Thursday Island—4 Japanese. For Townsville—Mr. A. Lister. For Sydney—Bishop and Mrs. W. Audry, Messrs. F. M. Gumnow, Lees Milne, Mrs. Moses, Misses L. and E. Moses, Mr. Von Gramatski, and 74 Japanese. For Melbourne—Messrs. Scott and R. E. Richardson.

Per *Chowfa*, from Bangkok—14 Chinese.

Departed.

Per *America Maru*, for Nagasaki—Mr. T. Mashiyama. For Yokohama—Rev. W. Campbell, Messrs. Chun Dun, Kwok Wing Sai, Tong Wee Hing, Chun Goin Chin, Low Yick Fan, Mrs. Chung See. For San Francisco—Capt. Geo. Ide, U.S.N., Mr. O. Preston, Mr. and Mrs. E. R. Kellan, Mr. Lee Yan, Mrs. Lee Hung Shee, Miss Li Ho, Mrs. Yee Ngan Tun, Miss Eva Louis, Messrs. S. D. Ames and F. P. Gilmore.

STEAMERS EXPECTED.

Names.	*From.*	*Due.*
Stuttgart	Singapore	To-morrow
Oldenburg	Foochow	To-morrow
Inaba Maru	Shimonoseki	To-morrow
Armenia	Japan	To-morrow
Banca	Singapore	June 28th
Arratoon Apcar	Singapore	June 30th
Kinshiu Maru	Japan	July 1st
Moyune	Singapore	July 2nd
Macedonia	Singapore	July 2nd
Gaelic	Japan	July 3rd
Tonkin	Singapore	July 3rd
Bisagno	Bombay	July 5th
Verona	Suez	July 7th
Empress of Japan	Vancouver	July 10th
Hongkong Maru	San Francisco	July 12th
Teenkai	Liverpool	July 12th
China	San Francisco	July 20th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns, and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis with the latest available information every day.

PROJECTED SAILINGS.

Ship.	*Destination.*	*Date.*
Acara	New York	July 15th
Alesia	Havre, &c.	Aug. 20th
America Maru	San Francisco, &c.	Sept. 11th
Anping Maru	Swatow, &c.	June 27th
Antenor	London	June 27th
Argyll	Portland, &c.	July 4th
Armenia	New York	June 29th
Bayern	Straits, &c.	July 12th
Benalder	London	July 5th
Bengal	Europe, &c.	July 7th
Braemar	Portland, &c.	Aug. 25th
Carlisle City	San Diego, &c.	Aug. 20th
China	San Francisco, &c.	July 31st
Chingtu	Manila, &c.	July 14th
City of Peking	San Francisco, &c.	July 5th
City of Rio	San Francisco, &c.	Aug. 25th
Coptic	San Francisco, &c.	Sept. 1st
Diamante	Manila	June 27th
Doric	San Francisco, &c.	Aug. 7th
Duke of Fife	Victoria, B.C.	July 28th
Emp. China	Vancouver, &c.	Aug. 8th
Emp. India	"	June 27th
Emp. Japan	"	July 18th
Energia	San Diego, &c.	July 31st
Ettrickdale	New York	July 6th
Futami Maru	Sydney, &c.	June 29th
Gaelic	San Francisco, &c.	July 14th
Glenogle	Victoria, B.C.	July 3rd
Haimun	Swatow, &c.	June 28th
Hamburg	Straits, &c.	Oct. 3rd
Hongkong Maru	San Francisco, &c.	July 21st
Inaba Maru	Marseilles, &c.	June 29th
Jason	Amoy	June 27th
Kaifong	Iloilo, &c.	June 27th
König Albert	Straits, &c.	Aug. 9th
Malta	Shanghai	July 6th
Mazagon	Marseilles, &c.	June 29th
Menelaus	London	July 10th
Monmouthshire	Portland, &c.	Aug. 4th
Nippon Maru	San Francisco, &c.	Aug. 16th
Oldenburg	Straits, &c.	June 28th
Preussen	Straits, &c.	Sept. 20th
Prinz Heinrich	Straits, &c.	Sept. 6th
Queen Adelaide	Victoria, B.C.	July 25th
Rohilla	Japan	July 7th
Sachsen	Straits, &c.	Oct. 17th
Sambia	Havre, &c.	July 3rd
Savoia	Havre, &c.	Aug. 7th
Sikh	New York	July 13th
Stentor	London	July 24th
Strathgyle	San Diego, &c.	Sept. 15th
Stuttgart	Straits, &c.	July 26th
Tamsui Maru	Swatow, &c.	July 1st
Thyra	San Diego, &c.	June 30th
Ulysses	Liverpool	June 28th
Victoria	Victoria, B.C.	Aug. 7th
Weimar	Straits, &c.	Aug. 23rd
Wittenberg	Havre, &c.	July 17th
Yuensang	Manila	June 28th

SWATOW WEEKLY SHIPPING REPORT.

(June 23rd, 1900.)

ARRIVALS.

Date.	Vessels.	Where from.	Agents.
June 17	Wingsang	Shanghai	J. M. & Co.
" 17	Sisban	Amoy	B. & Co.
" 17	Namyang	"	L. Y. & Co.
" 17	Wuhu	Newchwang	B. & S.
" 17	Hailoong	Amoy	J. M. & Co.
" 17	Formosa	Hongkong	"
" 18	Haimun	"	"
" 18	Tamsui Maru	"	B. & Co.
" 18	Woosung	C'foo & Newchwang	B. & S.
" 19	Paoting	Moji & Amoy	"
" 19	Maidzuru Maru	Amoy	B. & Co.
" 19	Chunking	Wuhu	B. & S.
" 19	Newchwang	Newchwang	"
" 20	Haitan	Hongkong	J. M. & Co.
" 20	Taicheong	Hongay & Hongkong	B. & Co.
" 21	Eldorado	Newchwang	J. M. & Co.
" 21	Wuchang	S'hai & N'chwang	B. & S.
" 21	Whampoa	Wuhu	"
" 21	Haiching	Amoy	J. M. & Co.
" 21	Chowtai	Hongkong	B. & S.
" 22	Anping Maru	Amoy	B. & Co.
" 22	Taisang	Shanghai	J. M. & Co.
" 22	Siam	Hongkong	B. & Co.
" 23	Charterhouse	Amoy	L. Y. & Co.

DEPARTURES.

Date.	Vessels.	Destination.	Agents.
June 17	Dagmar	Shanghai & Hankow	M. & Co.
" 18	Wingsang	Hongkong & Canton	J. M. & Co.
" 18	Hailoong	Hongkong	"
" 18	Formosa	Amoy	"
" 18	Namyang	Singapore & Penang	L. Y. & Co.
" 18	Tamsui Maru	Amoy	B. & S.
" 18	Haimun	"	J. M. & Co.
" 19	Irene	Amoy & Shanghai	C. M. & Co.
" 19	Sisban	Saigon	B. & Co.
" 19	Maidzuru Maru	Hongkong	"
" 20	Chungking	Shanghai	B. & S.
" 21	Paoting	"	"
" 21	Haitan	Amoy	J. M. & Co.
" 21	Haiching	Hongkong	"
" 22	Wuhu	Shanghai	B. & S.
" 22	Chowtai	Singapore	"
" 22	Anping Maru	Hongkong	B. & Co.
" 23	Siam	Amoy	"
" 23	Taisang	Hongkong & Canton	J. M. & Co.
" 23	Woosung	Shanghai	B. & S.
" 23	Taicheong	Deli	L. & H.

SHIPPING IN PORT.

Date.	Vessels.	Where from.	Agents.
June 19	Newchwang	Newchwang	B. & S.
" 21	Eldorado	"	J. M. & Co.
" 21	Wuchang	S'hai & Newchwang	B. & S.
" 21	Whampoa	Wuhu	"
" 23	Charterhouse	Amoy	L. Y. & Co.

Intimations.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that at a Meeting of the Board of Directors of the above Company, held at the Registered Office of the Company, Queen's Road Central, Victoria, Hongkong, on Tuesday, the Twenty Seventh day of March, 1900, the following RESOLUTION were passed.

1.—That in pursuance of the Provisions of the Special Resolution passed at an Extraordinary General Meeting of the Company held on the 7th and confirmed on the 27th March instant, and since duly registered, the Sum of $1,250,000 be withdrawn from the Reserved Fund and be carried as of the 2nd July next, to the Credit of Capital Account, each Share being credited with a Sum of $25 as paid up thereon in addition to the Sum of $50 now standing to the credit of each Share.

2.—That the Balance of $25 per Share of the Unpaid Capital of the Company be called up, and that a CALL be and is hereby made of $25 per Share upon all Shares of the Company, and that the Shareholders be requested to pay the same to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, at their Premises, Queen's Road Central, on or before the 2nd day of July, A.D. 1900.

Shareholders are hereby requested to pay according.

And Notice is also given that, in accordance with Article 34 of the Company's Articles of Association, interest will be charged as from the said 2nd day of July, 1900, at the Rate of $12 per cent. per Annum, upon all Calls remaining Unpaid after the 9th day of July, 1900, up to the actual dates of payment of the same.

By Order of the Board,
A. SHELTON HOOPER,
Secretary.

Hongkong, 27th March, 1900. [403b

NOW READY.

AN ACCOUNT
OF THE
RECEPTION OF H.M.S. "TERRIBLE,"
IN
HONGKONG
AND THE
FESTIVITIES CONNECTED
THEREWITH,
WITH A
WOODCUT OF THE "TERRIBLE."

To be obtained at the OFFICE of This Paper.
PRICE 30 CENTS.

As only a limited number have been printed intending purchasers should send their Orders early, for the Issue of this interesting souvenir will soon be exhausted.

Hongkong, 1st June, 1900.

WANTED.

A REMINGTON TYPEWRITER, New or Second hand, if in really Good Order. Reply to P. O. BOX 55, giving Particulars, Price, &c.

Hongkong, 14th May, 1900. [630b

Shipping.

STEAMERS.

"BEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"BENALDER,"

Captain C. K. McIntosh, will be despatched as above on or about THURSDAY, the 5th July.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 13th June, 1900. [760b

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"MENELAUS,"

Captain Towell, will be despatched as above on TUESDAY, the 10th July.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 4th June, 1900. [725b

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"CHINGTU,"

Captain Williams, will be despatched as above on SATURDAY, the 14th July, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 16th June, 1900. [777b

CHINA NAVIGATION COMPANY, LIMITED.

FOR QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU,"

Captain Williams, will be despatched on SATURDAY, the 14th July, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and *vice versâ*.

For Freight and Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 16th June, 1900. [777b

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"STENTOR,"

Captain Jackson, will be despatched as above on TUESDAY, the 24th July.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 14th June, 1900. [764b

Shipping.

STEAMERS.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship

"ANPING MARU,"

Captain J. Saito, will be despatched for the above Ports, TO-MORROW, the 27th instant, at Daylight.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 26th June, 1900. [759b

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA AND ILOILO.

THE Company's Steamship

"KAIFONG,"

Captain Pennefather, will be despatched as above TO-MORROW, the 27th instant, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 25th June, 1900. [775b

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

"DIAMANTE,"

Captain A. Ramsay, will be despatched for the above port, TO-MORROW, the 27th instant, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light.

A Doctor is carried.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 21st June, 1900. [790b

IMPERIAL GERMAN MAIL LINE.

STEAM FOR
SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"STUTTGART,"
of the NORDDEUTSCHER LLOYD,
Captain P. Grosch, due here with the outward German Mail about the 27th instant, will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
Agents.

Hongkong, 23rd June, 1900. [22

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain P. H. Rolfe, will be despatched as above on THURSDAY, the 28th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, and is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 25th June, 1900. [796b

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL (DIRECT).
Taking Cargo at London Rates.

THE Company's Steamship

"ULYSSES,"

Captain Brown, will be despatched as above on THURSDAY, the 28th instant.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 18th June, 1900. [780b

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Steamship

"FUTAMI MARU,"

(3,800 Tons Gross, Captain J. Thom), will be despatched for the above Port, on FRIDAY, the 29th instant, at Daylight, instead of as previously advertised.

This new Mail Steamer is specially constructed for service in the Tropics and is provided with Superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

Return Tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to
A. S. MIHARA,
Manager.

Hongkong, 25th June, 1900. [793b

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"TAMSUI MARU,"

Captain H. Nagata, will be despatched for the above Ports, on SUNDAY, the 1st July, at Daylight.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 25th June, 1900. [45

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ETTRICKDALE,"

will be despatched for the above Port on or about the 6th July, and the S.S. "SIKH" on or about the 13th July. They will be followed by the

S.S. "AFGHANISTAN."

For Freight, apply to
DODWELL & CO., LIMITED,
Agents.

Hongkong, 11th June, 1900. [4

SHEWAN, TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"ACARA,"

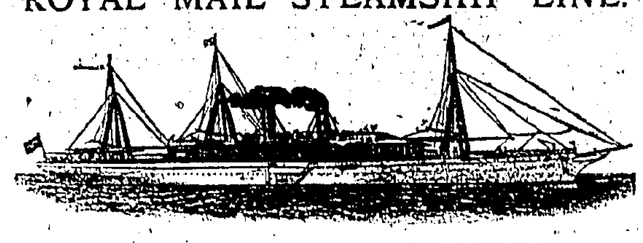
Captain , will be despatched for the above Port on or about the 15th July.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 1st June, 1900. [715b

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

1900  1900

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA ...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 27th June.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. ....WEDNESDAY, 18th July.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 8th August.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 6th June, 1900. [3

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND HONOLULU

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Thyra	3,812	about	June 30
Energia	3,177	about	July 31
Carlisle City	3,002	about	Aug. 20
Strathgyle	5,023	about	Sept. 15

THE Steamship

"THYRA,"

will be despatched for MOJI, KOBE, YOKOHAMA, SAN DIEGO & SAN FRANCISCO, on or about SATURDAY, the 30th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For futher information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan.

Hongkong, 11th June, 1900 [28

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

*Glenogle**	3,750	W. Frakes...	July 3
Queen Adelaide	2,832	F. McNair...	July 25
Duke of Fife	3,821	J. S. Cox.....	July 28
Victoria	3,502	T. Panton ...	Aug. 7

* Calling at AMOY.

ALSO
FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVIGATION COMPANY.

Argyll	2,907	S.Thomson	July 4
Monmouthshire	2,874	J. Kennedy	Aug. 4
Braemar	3,601	W. Watt ...	Aug. 25
Argyll	2,907	S.Thomson	Sept. 15

THE attention of Passengers is directed to the very cheap rates offered by the Line,
HONGKONG TO LONDON £47.
Excellent accommodation. First-class Tables. DOCTOR and STEWARDESS carried.
HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and *one copy must be sent forward by the steamer* to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to
DODWELL & CO., LIMITED,
General Agents.

Hongkong, 26th June, 1900. [4



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA. PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"BENGAL,"

Captain S. Barcham, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 7th July, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *viâ* Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
A. M. MARSHALL,
Acting Superintendent.

Hongkong, 23rd June, 1900. [5

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Saturday, 14th July, at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Tuesday, 7th August, at Noon.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Saturday, 1st Sept., at Noon.

THE Company's Steamship

"GAELIC,"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 14th July, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM,
Acting Agent.

Hongkong, 19th June, 1900. [7

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
INABA MARU..... W. Bainbridge	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 29th June, at Daylight.
FUTAMI MARU..... J. Thom.....	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 29th June, at Daylight.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 26th June, 1900. [6

NORDDEUTSCHER LLOYD.

(Freight Service.)

HAMBURG-AMERIKA LINIE.

(Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
ARMENIA ..... Ostermann	NEW YORK. (*via* SUEZ CANAL).	29th June.	Freight.
SAMBIA ..... G. Schmidt.....	COLOMBO, HAVRE, BREMERHAVEN and HAMBURG. (LONDON with transhipment in HAMBURG)	3rd July.	Freight.
WITTENBERG ... Hempel	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 17th July.	Freight.
*SAVOIA ..... Jäger	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 7th August.	Freight and Passage.
ALESIA ..... Knuth	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 20th August.	Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to
CARLOWITZ & Co.,
Agents.

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TOYO KISEN KAISHA.

TO SAN FRANCISCO, *VIA* INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 21st July, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 16th Aug., at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).	Tuesday, 11th Sept., at Noon.

THE Steamship

"HONGKONG MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 21st July, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 26th June, 1900. [7

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).....	Thursday, 5th July, at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 31st July, at Noon.
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 25th Aug., at Noon.

THE U.S. Mail Steamship

"CITY OF PEKING,"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on THURSDAY, the 5th July, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Franscisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points, beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 11th June, 1900. [1

RUSSIA IN KOREA.

THE MASAMPHO BARGAIN.

WILL JAPAN MAKE A COUNTER-MOVE?

In a leading article touching the recent acquisition by Russia of the important harbour of Masampho, in Korea, the *Times* of May 25th commented as follows:—

It was stated yesterday in the House of Commons by Mr. Brodrick that the assurance given in 1886 by the Russian Government to abstain from occupying any territory in Korea was given not to this country, but to another Power. Therefore, he added, there is no question of a release being given by the British Government. It is perfectly true that the engagement was entered into between the Russian Minister and the Tsung-li-Yamên, but the Chinese officials communicated to the British representative, Sir John Walsham, the sincere promise of Russia that if the British would evacuate Port Hamilton the Russian Government would not occupy Korean territory under any circumstances whatever. An explicit guarantee to this effect was given when the Russians pressed the Tsung-li-Yamên to induce the British to withdraw from Port Hamilton. The British Minister accepted the guarantee of China, backed by the Russian assurances, as sufficient, and Port Hamilton was, in consequence, evacuated. If it should now appear that the Russian engagement has been broken, it is true that there is no question of "release" on our part, but we are none the less entitled and bound to take note of the fact and to reserve our liberty of action. We do not interpret Mr. Brodrick's answer as amounting to more than this. . . . The language of the Under-Secretary might perhaps have been clearer and more decided, but it would be premature to read into his words any acquiescence on the part of this country as serious modifications of the *status quo* in the Far East. From Mr. Brodrick's statement and further information, it does not appear that, up to the present, treaty engagements have been flagrantly violated by Russia. . . . .

Our correspondent's letter from Seoul, which we publish to-day, shows how prolonged and how keen has been the struggle for influence between the Russians and the Japanese. The former have been compelled by the vigilant and firm diplomacy of the latter to abandon M. Pavloff's original demand for the cession of Nam P'u, an important naval position 20 miles beyond the treaty limits of the foreign settlement. The alternative policy of Japan was to claim a station on the island of Cargodo or Kojedo. The Russian plan was then modified. A position within the treaty limits was accepted, but was coupled with insistence on the demand that no other Power should be allowed to obtain a footing on Koje-do. This is, as our correspondent maintains, a restraint upon Korean sovereignty which may easily be translated in accordance with Russian precedents, into a right of reversion that would be a grave menace to Japan. It remains to be seen whether or not the Japanese will make any immediate counter-move, but the game that is being played at the Korean capital is evidently a long and a complicated one. Meanwhile the Russian Press is in a very bad temper at the comments in this country on what is happening in Korea. From the account given by our correspondent at St. Petersburg of an article just published in the *Novoe Vremya*, that journal would seem to have become almost inarticulate in its rage. Ignoring the point which might be made by a sober-minded critic that the newly-acquired station being within treaty limits is 'perfectly defensible whatever may be said of other incidents of the policy in which it is only one element, the *Novoe Vremya* raves over the wickedness of attempts to bring about a quarrel between Japan and Russia, protesting that Russian policy has never been a threat to any other Power, that Russia carries the torch of enlightenment and justice throughout the East, that she has none of England's rapacious desires, and does not, like England, suck the life-blood out of her Colonies. Such rant as this does not indicate a sense of conscious strength. The warning to Japan against the danger to a sea Power of engaging in a conflict with a land Power is pointed by a reference to our difficulties in South Africa, of which, not being aware that our Navy has lost any of its pre-eminence, we fail to perceive the relevance. To suggest that the engagement which was the consideration for our retirement from Port Hamilton has become null and void by the occupation of Port Arthur by Russia and Wei-hai-wei by England is a crowning absurdity. What has an arrangement by which Russia bound herself not to acquire territory in Korea to do with the fate of ports situated in Chinese territory?

On the same subject, the *Globe* wrote:—

We are bound to admit that the policy of Her Majesty's Government has been perfectly consistent. They have voted the Far East Question a bore, and regard with scarcely disguised resentment those who try to arouse the interest of the nation before it is too late. Whether it be a too inquisitive member of the House of Commons, or a returned China merchant with his tale of diminishing British prestige, there is the same half-bored, half-indignant reception. The Government knows its dangers, it knows its responsibilities; it hates being reminded of them. When a fresh and flagrant step is taken, like the Russian occupation of Masampho, it seeks to minimise the matter with the old excuse that the peccadillo is such a little one. As we pointed out last week the seizure of what is bound ere long to be a coaling station half-way between Port Arthur and Vladivostock is an event of the first magnitude. It is one of the incidents in the policy of absorption by which not merely Corea, but the whole of China north of the Yangtse is being gradually Russianised. Surely it is time for the other Powers which are interested in staying Russian aggression to come to some agreement as to their common policy. So far, the only nation that has shown real appreciation of the situation is the United States, and its circular publishing the adhesion of the civilised world to the doctrine of the Open Door in China was hailed as a diplomatic victory. We are afraid that our cousins have hardly yet realised the amount of value to be attached to Russian assurances. If any effectual barrier is to be interposed to Russia, her rivals in the East, ourselves, Japan, Germany, and the United States should formulate a common plan of action, and lay down some definite frontier, some clearly-marked sphere of influence, beyond which Russian intrigues should not be tolerated. Japan is alive to the crisis, and the game which she has played in Korea during the last twelve months has been marked by intelligence, foresight, and pertinacity, though in the last round Russia has apparently got the better of her. Germany is living in a fool's paradise, happy in the exclusive occupation of Shantung and heedless of the fact that at any moment a barrier of exclusive tariffs may be raised between her and the fruitful hinterland with which she is doing so profitable a trade.

Yet Germany's stake in the Far East is a small one compared with ours, and the loss of our trade with North China would be a calamity the extent of which it is appalling to contemplate. Unhappily, those who know the country best take the most gloomy view of our prospects. It is their fate to witness our commerce waning before the steady and irresistible approach from the North, and to find, that whatever party be in power, their representations fall on deaf ears. There are some statesmen who regard Russia as a mere bugbear, others as a bully too powerful to be meddled with. The former ignore the strategical danger to the Indian Empire when it will be hemmed in between a Russianised Persia on the west and a Russianised China on the east. The latter are blind to the fact that while Russia has no ports or coaling stations in the China Sea she is helpless. Meanwhile we are standing by and allowing her to mature those naval preparations which will one day be utilised to our detriment. The time must come when the most long-suffering of Governments will have to put its foot down. What would be comparatively easy now may be a task of overwhelming magnitude then.

A HOHENZOLLERN SUPERSTITION.

Apropos of the superstitions of the Hohenzollerns—superstitions, by the way, found in all ancient royal families, including our own—the rulers of that house possess a talisman brought into it by a good spirit said to guard their destinies. This is the curious "black stone," to which is attached the following quaint tradition: Since the time of the Elector John Cicero, who flourished toward the end of the fifteen century each ruler has been wont, before his death, to hand to his successor a sealed packet. This contains a ring, in which is set a black stone said to have been dropped by a huge toad on the coverlet of a princess of the family just as she had given birth to a son. Frederick the Great found the ring in a cover, which also enclosed a memorandum, written by Frederick I, stating its value and its mode of transmission. Schneider, the librarian of William I, declares that he saw the packet handed by Gelling, the treasurer, to his royal master on his accession, and further asserts that he read his account of the talisman to the Emperor, who fully confirmed it. The present Emperor never fails to wear on all great occasions this queer old ring, and has, like every Hohenzollern, the deepest respect for the quaint little jewel. Frederick the Great's father had the black stone mounted on a ring and bequeathed it to his son, who believed firmly in its value as a talisman, and many of the documents of that time deposited in the archives at Berlin make allusion to it.

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Hongkong, 11th December, 1899. [33

Auctions.

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Hongkong, 25th June, 1900. [799b

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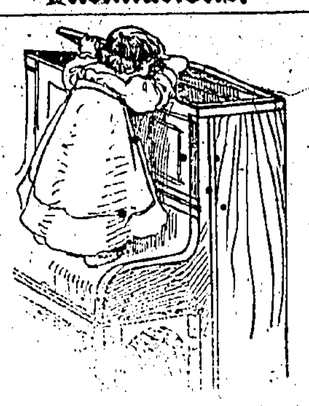
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No. 14, DAGUILAR STREET.
TERMS VERY MODERATE,
Consultation free.
Hongkong, 27th September, 1898. [49

Intimations.



THIS Piano subject needs looking into. For, whereas, if you get a Good Piano at a Low Price you can sell it at a fair Price without difficulty should necessity arise, if you pay a fictitious price for a poor piano you can hardly realize anything on your investment.

The pianos sold by us, besides yielding daily musical dividends, hold the money invested much safer than ordinary instruments, for the construction is honest and economical throughout.

Several Pianos returned from hire in good order VERY CHEAP.

THE ROBINSON PIANO CO., Limited.

The musical portions have not been slighted for the sake of showy external features.

Hongkong, 10th May, 1900. [666b

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,
PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 14th May, 1896. [38

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

SANITARY SOAP. "JEYES' FLUID" THE BEST DISINFECTANT SOAP. DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.
W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 9th March, 1897. [37

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN.
Ice-House Road.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.
GROUPS AND VIEWS
a speciality.
Hongkong, 22nd September 1898. [40

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITH'S, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS,
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES and SPYGLASSES.
Nos. 54 & 56, Queen's Road Central. [42

LEVY HERMANOS.
DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.
Sole Agents in the East for the amalgamated CLEMENT, HUMBER and GLADIATOR Co., Ld., DUNLOP TYRES'S BICYCLES—PRICE...$160.
A special reliable Watch made for this Climate.
Quality A.....$16
Quality B.....$12
40, *QUEEN'S ROAD*,
42] Watson's Building.

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours:—
CEDARBANK, Brit. 4-mast bark, R. A. Batcheler.
—East Asiatic Trading Co.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "VALETTA," FROM LONDON, PORT SAID, SUEZ, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., *ex* S.S. *Britannia*.
From Madras, &c., *ex* S.S. *Loodiana* and *Pundua*.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY.

Goods not cleared by the 28th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

A. M. MARSHALL,
Acting Superintendent.
Hongkong, 22nd June, 1900. [5

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "ARGYLL," FROM PORTLAND, YOKOHAMA AND KOBE.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., LIMITED,
Agents.
Hongkong, 25th June, 1900. [4

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "GLENOCLE," FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., LIMITED,
Agents.
Hongkong, 25th June, 1900. [4

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

THE Company's Steamship "KINTUCK," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 30th instant, at Noon, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

JARDINE, MATHESON & Co.,
Agents.
Hongkong, 25th June, 1900. [797b



KANANGA OF JAPAN
(REGISTERED)
RIGAUD and Cie
PARIS

Kananga Water the most delightfully refreshing Toilet Water. It renders the skin firm, relieves mosquito bites and imparts a delicate fragrance and feeling of comfort and freshness.

New Sensations in Perfumery
RIGAUD'S KANANGA EXTRACT
RIGAUD'S WHITE ROSE
RIGAUD'S MELATI EXTRACT
RIGAUD'S IXORA D'AFRIQUE EXTRACT
RIGAUD'S LILY of the VALLEY EXTRACT
RIGAUD'S YLANGYLANG EXTRACT
RIGAUD'S BANTAM EXTRACT
RIGAUD'S JASMINE or Chomalie EXTRACT
8, RUE VIVIENNE, 8, PARIS

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

Intimations.

NEW GOODS.

PLENTY IN HAND.

JAPANESE CURIOS.

D. NOMA,
No. 12,
Beaconsfield Arcade,
Opposite the City Hall.

NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public Generally that I have REMOVED my Stores from No. 13 to No. 5, D'AGUILAR STREET.

H. RUTTONJEE,
5, D'Aguilar Street.

Hongkong, 27th April, 1900. [34

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1802. [493

VISITORS AT THE HONGKONG HOTEL.

Aitken, Mr. J. H.
Angus, Mrs. John
Appleby, Mrs. G. W.
Bailey, Mr. W. S.
Bell, Mr. and Mrs. O. M. D.
Beneyton, Mr.
Blackburn, Com. R.N.
Boehm, Mr. G.
Bowers, Dr.
Brooks, Mr. F.
Brown, Mr J. W.
Byron, Capt. J. and servant
Carbonell, Mr. J. C.
Carter, Mr. H. B.
Champion, Mr. J. F.
Christopherson, Mr. M.
Clark, Dr. and Mrs. F.
Colson, Mr. T. S.
Craig, Mr. Jos
Denroche, Mr. P. C.
Discombe, Mr. G. M.
Dorssen, Mr. R. H. von
Drum, Miss
Duffner, Mr. A. H.
Evans, Mr. F.
Fisher, Mr. H. G. C.
Genge, Mr.
Glover, Mr. C.
Goddard, Capt.
Gramatyki, Mr. von
Halliday, Mr. John
Hibblethwaite, Mr. F. H.
Howard, Mr. Thos.
Houston, Mr. J. S.
Hubbard, Mr. P. F.
Joseph, Mr. and Mrs. E. S.
Judell, Mr. and Mrs.
Katsch, Mr. E. A.
Kaye, Sir John
Kiene, Mr. and Mrs. F.
Kinghorn, Mr.
Lard, Mr. and Mrs.
Levy, Mr. L. A.
Lewis, Mr. A. R.
Long, Mr. & Mrs. D. M.
MacGowan, Mr. R. J.
Marcenaro, Mr. E.
Mayston, Mr. J. G.
McEwan, Mr. Alex.
Mesa, Mr. O. S.
Milne, Mr. J. Lees.
Moses, Mrs. Hy.
Moses, The Misses
Murphy, Mr. E. O.
Neirop, Mr. Van
O'Neill, Mr. J. J.
Ormsby, Mr., Mrs. and Miss
Owen, Miss L. H.
Parfitt, Mr. W.
Pratt, Mr. E. S.
Robertson, Mr. Wm.
Robins, Mr. S. J.
Rosenfeld, Mr. J.
Simmins, Mr. H.
Smith, Mr. D. A.
Stephens, Mr. P. F.
Stevens, Mr. G. R.
Stewart, Mr. A. W.
Tullin, Mons.
Warfield, Mr. and Mrs.
Whiley, Mrs. W.
Whiley, Miss
Whiley, Mr. W. J. G.
Wolferstan, Mr. L.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Anderson, Mr. R. D.
Beattie, Mr. Andrew
Bonnar, Mr. J. W. C.
Brann, Mr. J. E.
Brayne, Mr. H. F. R.
Bryson, Mr. A.
Butcher, Mr. Fred. C.
Campbell, Capt.
Comrie, Mr. A. F.
Davis, Mr. W.
Detrick, Mr. E.
Ezekiel, Mr. J. S.
Fontaine, Mr. & Mrs. A. B.
Forbes, Mr. A.
Gompertz, Mr. H. H.
Graham, Mr. D. M.
Griffin, Major W. W., R.A.
Gros, Mr. Edward F.
Hammonn, Mr. J.
Hays, Mr. J.
Jeffries, Mr. H. U.
Johnston, Mr. R. F.
Lee, Mr. J. E.
Lemke, Mr. & Mrs. R.
Mackie, Mr. C. Gordon
Martin, Mr. R.
Mitchell, Mr. R.
Morris, Major & Mrs.
Newall, Mr. Stuart G.
Oakley, Mr. H. E.
Oakley, Miss
O'Gorman, Col. The
Pigot, Mrs. Brooke & child
Pollock, Mr. H. E.
Reily, Major C. W.
Reynold, Capt.
Simpson, Mr. Cecil
Simpson, Mrs. Cecil and child
Sinclair, Mr. A.
Stewart, Mr. Murray
Stokes, Mr. A. P.
Tomlin, Mr. G. L.
Watson, Mr. and Mrs. Malcolm
Williams, Mr. P. Lloyd
Woodhead, Mr. & Mrs. H. F.

CRAGIEBURN.

Anderson, Mrs. A.
Anderson, Miss
Anderson, Miss B.
Andrew, Mrs. M. L. & son
Benn, Mr. Arthur and family
Flynn, R.N. Rev. F.
McCarthey, Mr. E. T.
McCarthey, Mrs. and daughter
Newton, Mr. & Mrs. W.
Volpicelli, Consul
Volpicelli, Madame

EXCHANGE.

Hongkong, June 26th.

ON LONDON, Telegraphic Transfer 1/11-11/16
" Bank Bills, on demand ...1/11¾
" Credits, 4 months' sight ... 2/0⅛
" D'ments, 4 months' sight... 2/0¼
ON BERLIN, (demand)......M. 2.02
ON PARIS, Bank Bills, on demand...... 2.48
" Credits, 4 months' sight ...2.52½
ON NEW YORK, Bank Bills, on demand.. 48¼
" Credits, 30 days' sight 49
ON BOMBAY, Telegraphic Transfer 147¼
" On demand...... 148¼
ON SHANGHAI, Telegraphic Transfer 71 nom.
" Private 30 days' sight...72½ nom.
ON YOKOHAMA, T.T...3¾ per cent. prem. nom.
Sovereigns, Bank's Buying Rate $10.24
Gold Leaf 100 touch, per tael $53.15
Bar Silver 28 1/16
Dollars ......1¼ per cent. prem.

OPIUM QUOTATIONS.

Hongkong, June 26th.

New Patna ......1,020 per chest.
Old Patna ......1,080 "
New Benares ......1,020 "
Old Benares ......1,025 "
New Malwa ......880/900 per picul.
Old Malwa ......910/950 "
Persian, paper tied......880/900 "

The Share Market.

LATEST QUOTATIONS.

(June 26th.)

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	$125	310 % premium
The Bank of China & Japan, Limited (Preference)	£ 5	Nominal
The Bank of China & Japan, Limited (Ordinary)	£ 4	£1 buyers
The Bank of China & Japan, Limited (Deferred)	£ 1	£5.5 buyers
National Bank of China, Ld.	£ 8	$27
Do. Founders	£ 1	$20
Marine Insurances.		
Union Ins. Society of Canton, Ld.	$ 50	$263 sales
China Traders' Ins. Co., Ld.	$ 25	$56
North China Ins. Co., Ld.	£ 25	Tls. 165
Yangtsze Ins. Assoc. Ld.	$ 60	$121
Canton Ins. Office, Ld.	$ 50	$132½ buyers
Straits Ins. Co., Ld.	$ 20	$1
Fire Insurances.		
Hongkong Fire Ins. Co., Ld.	$ 50	$295
China Fire Ins. Co., Ld.	$ 20	$79
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited	$ 15	$31
Indo-China Steam Navigation Co., Ld.	£ 10	$85
China & Manila S.S. Co., Ld.	$ 50 $ 10	$65 old ex new $18 new issue
Douglas Steamship Co., Ld.	$ 50	$48
China Mutual S. N. Co., Ld.—(Pref.)	£ 10	£11
China Mutual S. N. Co., Ld.—(O'ary)	£ 10	£10.10
China Mutual S. N. Co., Ld.—(O'ary)	£ 5	£5
Star Ferry Co., Ld.	$ 10	$18
"Shell" Transport & Trading Co., Ld.	£100	£310
Refineries.		
China Sugar Refining Co., Ld.	$100	$122
Luzon Sugar Refining Co., Ld.	$100	$37
Mining.		
Punjom Mining Co., Ld.	$ 7	$6
Punjom Mining Preference Shares	$ 1	$1.20
Société Française des Charbonnages du Tonkin	Fcs. 250	$300
Queen Mines, Ld.	25 cts.	$0.18
Jelebu Mining and Trading Co., Ld.	$ 5	$12
Raub Allian Gold Mining Co., Ld.	15s. 10d.	$58
Oliver Freehold Mines, Ld. A	$ 5	$3½
Olivers Freehold Mines, Ld. B	$ 4½	$2.75
Great Eastern & Caledonian Gold Mining Co., Ld.	$ 5	$0.50
Do. (Preference)	$ 1	$0.40
Docks, Wharves and Godowns.		
Hongkong & Whampoa Dock Co., Ld.	$125	525 % premium
Hongkong and Kowloon Wharf & Godown Co., Ld.	$ 50	$85
Wanchai Warehouse & Storage Co., Ld.	$ 37½	$56 buyers
New Amoy Dock Co., Ld.	$ 6¼	$21
Lands, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ld.	$ 10	$9.80
Hongkong Land Investment & Agency Co., Ld.	$ 50	$136
Kowloon Land and Building Co., Ld.	$ 30	$26
West Point Building Co., Ld.	$ 50	$47½
H'kong Hotel Co., Ld.	$ 50	$124
Hotel Oriente Co., Ld.	$ 50	$50
Humphrey's Estate & Finance Co., Ld.	$ 10	$10.75
Cotton Mills.		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ld.	$100	$37
Ewo Cotton Spinning & W. Co., Ld.	Tls. 100	Tls. 60
International Cotton M'fg. Co., Ld.	Tls. 100	Tls. 60
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	Tls. 100	Tls. 70
Soy Chee Cotton Spinning Co., Ld.	Tls. 500	Tls. 400
Yahloong Cotton Spinning Co., Ld.	Tls. 100	Tls. 57
Cigar Companies.		
Alhambra, Limited	$500	150% sales & b.
La Comercial, Ld.	$500	100 % p. sales and buyers
Hensiana Limited	$100	5 % premium
Miscellaneous.		
Green Island Cement Co., Ld.	$ 10	$21½
China-Borneo Co., Ld.	$ 15	$25
A. S. Watson & Co., Limited	$ 10	$16
Watkins, Limited	$ 10	$10.10
Hongkong Electric Co., Limited	$ 10	$11.90
Hongkong Electric Co., Limited	$ 2	$2.10
Hongkong and China Gas Co., Ld.	£ 10	$135
Hongkong Rope Manufacturing Co., Ld.	$ 50	$170
Geo. Fenwick & Co., Ld.	$ 25	$48
H'kong Ice Co., Ld.	$ 25	$165 buyers
H'kong High-Level Tramways Co., Ld.	$100	$170
Dairy Farm Co., Ld.	$ 6	$8½
Hongkong and China Bakery Co., Ld.	$ 50	$50 buyers
Campbell, Moore and Co., Ld.	$ 10	$20
Bell's Asbestos Eastern Agency, Ld.	£ 1	$1 buyers
United Asbestos Oriental Ag'cy, Ld.	$ 4	$9
United Asbestos Oriental Ag'cy, Ld.	$ 10	$11
Carmichael & Co., Ld.	$ 20	$8
Tebrau Planting Co., Ld.	$ 5	$5
Tebrau Planting Co., Ld.	$ 4	$4

BENJAMIN, KELLY & POTTS,
Share Brokers.
Telegraph Address—"Rialto."
Telephone No. 148.

VESSELS IN PORT.

Steamers.

AMIGO, German steamer, 771, J. Bendixen, 23rd June,—Hongay 21st June, Coal.—Jebsen & Co.

ANPING MARU, Japanese steamer, 1,158, Satow, 23rd June,—Anping via Amoy and Swatow 22nd June, General.—Mitsui Bussan Kaisha.

APENRADE, German steamer, 611, C. Bendixen, 24th June,—Haiphong 22nd June, General.—Jebsen & Co.

ARGYLL, British steamer, 1,886, W. S. Thomson, 23rd June,—Portland via Ports 27th May, General.—Dodwell & Co., Ld.

ARIAKE MARU, Japanese steamer, 1,886, M. Yamamoto, 23rd June,—Kutchinotzu 16th June, Coal.—Butterfield & Swire.

CALANDA, Norwegian steamer, 865, P. A. Jensen, 24th June,—Falmouth 3rd May, General.—Order.

CHANGSHA, British steamer, 1,463, T. Moore, 29th May,—Sydney 1st May, Thursday Id. 10th, Port Darwin 13th, and Manila 27th, General.—Butterfield & Swire.

CHINA, German steamer, 1,113, P. Voss, 24th June,—Saigon 19th June, General.—Siemssen & Co.

CHUNSANG, British steamer, 1,419, E. J. Buller, 20th June,—Canton 20th June, General.—Jardine, Matheson & Co.

CLARA, German steamer, 675, A. Hansen, 25th June,—Pakhoi and Hoihow 24th June, Rice.—Jebsen & Co.

DIAMANTE, British steamer, 1,255, Ramsay, 25th June,—Manila 22nd June, General.—Shewan, Tomes & Co.

EMPRESS OF INDIA, British steamer, 3,003, O. P. Marshall, R.N.R., 19th June,—Vancouver 28th May, and Shanghai 16th June, Mails and General.—C. P. R. Co.

FAUSANG, British steamer, 1,410, T. A. Mitchell, 17th June,—Hongay 14th June, Coals.—Jardine, Matheson & Co.

FREIBURG, German steamer, 3,970, Prosch, 1st June,—Bremen and Hamburg 12th April, General.—Siemssen & Co.

GLENOGLE, British steamer, 2,498, W. Frakes, 24th June,—Tacoma, U.S.A. 30th May, Yokohama 16th June, Kobe 18th, and Moji 19th, General.—Dodwell & Co., Ld.

GOODWIN, British steamer, 2,832, A. Jackson, 4th June,—Tacoma, U.S.A. 26th April, General.—Dodwell & Co., Ld.

HOKOKU MARU, Japanese steamer, 1,715, K. Yakihama, 25th June,—Chinkiang 19th June, Ballast.—Japanese.

HONGKONG, French steamer, 742, Pannier, 24th June,—Haiphong and Hoihow 23rd June, General.—A. R. Marty.

HUE, French steamer, 704, P. Merlees, 25th June,—Haiphong and Hoihow 24th June, General.—A. R. Marty.

JASON, British steamer, 1,368, W. C. Lycett, 24th June,—Penang 14th June, and Singapore 17th, General.—Butterfield & Swire.

KAIFONG, British steamer, 1,024, G. W. Pennefather, 22nd June,—Iloilo 17th June, Sugar.—Butterfield & Swire.

KINTUCK, British steamer, 2,880, G. W. Long, 24th June,—Singapore 19th June, General.—Jardine, Matheson & Co.

LOYAL, German steamer, 1,237, Lorenzen, 22nd June,—Samarang 7th June, Sugar.—Sander, Wieler & Co.

MERIDIAN, British steamer, 2,248, J. W. Wilson, 15th June,—Cardiff 5th April, and Singapore 8th June, Coal.—Dodwell & Co., Ld.

MILOS, German steamer, 1,694, T. Hille, 10th June,—Seattle, U.S.A. 6th May, Flour and Lumber.—Order.

MIN, British steamer, 1,981, H. Gassen, 18th June,—Moji 12th June, Coals.—Dodwell & Co., Ld.

ON SANG, British steamer, 1,787, J. Young, 24th June,—Saigon 20th June, Rice and Flour.—Jardine, Matheson & Co.

PHRA NANG, German steamer, 1,021, A. S. Calder, 23rd June,—Bangkok 16th June, General.—Butterfield & Swire.

QUARTA, German steamer, 1,146, H. Johannsen, 24th June,—Saigon 20th June, Rice and Meal.—Sander, Wieler & Co.

ST. ANDREWS, Norwegian steamer, 1,972, H. S. Hargen, 9th June,—Saigon 5th June, Rice.—Arnhold, Karberg & Co.

SIAM, British steamer, 992, H. N. Holton, 17th June,—Bangkok via Koh-si-chang 10th June, Rice and Timber.—Bradley & Co.

SUNGKIANG, British steamer, 1,021, S. W. Moore, 15th June,—Manila 12th June, General.—Butterfield & Swire.

TATEGAMI MARU, Japanese steamer, 1,296, H. Sakamoto, 24th June,—Moji 18th June, General.—Jeffries.

THALES, British steamer, 820, J. Douglas, 24th June,—Hongay 21st June, Coal.—Douglas, Lapraik & Co.

YORIHIME, Japanese steamer, 2,226 Y. Minamigawa, 21st June,—Keelung 19th Jan., Coal.—Japanese.

Sailing Vessels.

ESMERALDA, British schooner, 130, J. T. Harrison, 14th April,—Guam 26th March, General.—Jardine, Matheson & Co.

FRANZ, Danish bark, 358, Pedersen, 23rd April,—Barry 5th Oct., 1899, and Anjer 12th Feb., Coal.—E. A. Trading & Co.

GLENSHU, British bark, 869, A. E. Burn, 20th June,—Kobe 29th May, Ballast.—Order.

J. B. WALKER, American ship, 2,106, Wallace, 2nd June,—Yokohama 5th May, Ballast.—Siemssen & Co.

KWAISO MARU, Japanese schooner, 628, Mase, 19th June,—Moji 30th May, Coals.—Master.

L. SCHEPP, American ship, 1,673, Chas. S. Kendall, 15th June,—Hakodate 6th May, Ballast.—Master.

STANFIELD, British bark, 662, Wilson, 22nd June,—Rajang 2nd June, Timber.—Master.

TAM O'SHANTER, American ship, 1,432, Ballard, 16th May,—New York 6th Jan., Kerosine.—Standard Oil Co.

VALE OF DOON, British bark, 669, J. Petersen, 23rd June,—Rajang 2nd June, Timber.—Sander, Wieler & Co.

VALKYRIEN, British bark, 490, Hall, 23rd June,—Rajang 3rd June, Timber.—Order.

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, June 26th, 1900.

Alacrity, despatch-vessel, 1,700 tons, 10 6-pd. q.f. guns, 3,000 i.h.p., Commander G. G. F. M. Cradock, Shitao.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. R. H. J. Stewart, Taku.

Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, Wei-hai-wei.

Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 i.h.p., Captain G. J. S. Warrender, Taku.

Bonaventure, 2nd class cruiser, 3,000 tons, 18 guns, 9,000 i.h.p., Commander A. H. Smith-Dorrien, Hongkong.

Brisk, British cruiser, 1,770 tons, 6 guns, 5,600 h.p., Commander Sir Bourchier Wrey, Bart., Singapore.

Centurion, British flagship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, Taku.

Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Com. C. Winnington-Ingram, Taku.

Endymion, British cruiser, 7,350 tons, Capt. G. A. Callaghan, Taku.

Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. C. Chadwick, Shanghai.

Fame, twin screw, torpedo-boat destroyer, 360 tons, 5,400 i.h.p., Lieut.-Com. W. J. Keyes, Taku.

Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Hongkong.

Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.

Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.

Hermione, British cruiser, 4,360 tons, Capt. R. S. D. Cumming, Shanghai.

Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Wei-hai-wei.

Janus, torpedo-boat destroyer, Lt. and Comdr. R. G. Corbett, left England.

Linnet, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, Shanghai.

Orlando, British cruiser, 5,600 tons, Capt. J. H. Burke, Taku.

Otter, torpedo-boat destroyer, Lieut. and Com. H. O. Wilkin, D.S.O., Hongkong.

Peacock, 1st class gunboat, 775 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. P. R. Coode, Shanghai.

Phœnix, British sloop, 1,015 tons, Comdr. R. G. Fraser, Wei-hai-wei.

Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. J. F. E. Green, Hongkong.

Pique, twin screw, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Hongkong.

Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. V. de M. Cowper, Hongkong.

Redpole, British gunboat, 855 tons, Lieut.-Com. C. F. Corbett, Canton.

Robin British river-gunboat, 2 guns, Lieut.-Com. G. G. Webster, on the West River.

Rosario, British sloop, 980 tons, Capt. C. Hamilton, en route North.

Sandpiper, British river-gunboat, 2 guns, Lt.-Comdr. Carr, on the West River.

Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Hongkong.

Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.

Terrible, British cruiser, 14,200 tons, 30 guns, 25,000 i.h.p., Captain Percy Scott, C.B., Taku.

Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve at Hongkong.

Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. A. C. Clarke, North.

Waterwitch, surveying vessel, 620 tons, Lieut.-Commander W. O. Lyne, Shanghai.

Whiting, twin screw, torpedo-boat destroyer, 360 tons, 6,000 i.h.p., Lieut. and Comdr. Mackenzie, en route Nagasaki.

Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.

Woodcock, British gunboat, 2 guns, 560 h.p., Lieut.-Comdr. Watson, on the Yangtsze.

Woodlark, British gunboat, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, on the Yangtsze.

Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.

Presidento Sarminelo, Argentine cruiser, 2,850 tons, Capt. Betbeder, Manila.

Zaire, Portuguese gunboat, 600 tons, Captain Fonto, Macao.

Zenta, Austrian cruiser, 2,500 tons, Captain Edward Thomann von Montalmar, Swatow.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovleff, at Nagasaki.

Aleout, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elkisky, at Nagasaki.

Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Nagasaki.

Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 31 guns, 7,000 h.p., Comdr. Sharon, at Taku.

Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikff, at Taku.

Gremiastchy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Taku.

Koreyetz, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Taku.

Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakoveff, at Nagasaki.

Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p. Capt. Yenish, at Nagasaki.

Nayezdnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.

Otvazny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprianoff, at Nagasaki.

Petroparlovski, Russian battleship, 12,000 tons, Capt. Grevais, at Japan.

Rossia, Russian armourd cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojiroff, at Taku.

Rozbaynik, Russian cruiser, 1,330 tons, Capt. Komaroff, at Manila.

Rurik,† Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.

Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.

Sissoi Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 i.h.p, Capt. Mollas, at Taku.

Sivoutch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.

Sweaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.

Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.

Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.

Vsadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulia, at Taku.

Zabiaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.

(1st and 2nd class.)

Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Jantchichi, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Nargen, Russian torpedo boat, 85 tons 4 guns, 1,200 h.p., 22 knots.

Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 2,900 h.p., 22 knots.

Podorosnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sisik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sootchena, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Sterlaid, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sunguri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA. (SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 21 knots.

Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.

Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

† Flagship of Vice-Admiral Alexeieff.
* Flagship of Rear-Admiral F. V. Dubossoff.
† Flagship of Rear-Admiral Reonnoff.

THE FRENCH SQUADRON.

Bengali, 2nd class dispatch-boat, Lt.-Comdr. De La Croix de Castries, at Haiphong.

D'Entrecasteaux,* 1st class cruiser, 8,100 tons, 26 guns, 13,500 i.h.p., Capt. de Marolles, at Taku.

Descartes, 2nd class protected cruiser, 4,000 tons, 36 guns 631 i.h.p., Captain Philibert, at Taku.

Eure, Dispatch-transport, Capt. Vallée, at Saigon.

Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i h.p., Capt. Aubin, at Taku.

Kersaint, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 i.h.p., Capt. de la Motte du Portail, at Saigon.

Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost, at Hongkong.

Pascal, 2nd class protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motet, at Yokohama.

Surprise, gunboat, 700 tons, 10 guns, 860 i.h.p., Capt. Mornet, at Taku.

* Flagship of Vice-Admiral Courrejolles.

THE GERMAN SQUADRON.

Gefion, German cruiser, 4,200 tons, 25 guns, 9,000 h.p., Capt. Rollmann, at Manila.

Hansa,* German cruiser, 6,400 tons, Capt. Pohl, at Singapore.

Hertha, German cruiser, 6,000 tons, Capt. S. v. Usedom, at Japan.

Iltis, German gunboat, 1,000 tons, 10 guns, 1,600 h.p., Capt. H. H. Lans, at Taku.

Irene, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Capt. Stein, at Formosa.

Jaguar, German cruiser, Captain Kinderling, at Shanghai.

Kaiserin Augusta, German cruiser, 6,000 tons, 12 guns, 13,040 i.h.p., Captain Gulich, at Taku.

* Flagship of Admiral Fritze.

THE AMERICAN SQUADRON.

Baltimore, Flagship, U.S. cruiser, 4,413 tons, 10 guns, 10,064 h.p., Capt. J. M. Forsyth, en route Home.

Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Com. C. H. Arnold, at Manila.

Brooklyn, Flagship, U.S. cruiser, 9,000 tons, Capt. C. M. Thomas, at Manila.

Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Benjamin Tappan, at Manila.

Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Japan.

Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Lieut.-Comdr. N. J. K. Patch, at Manila.

Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. S. M. Ackley, at Manila.

Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.

Don Juan d'Austria, at Canton.

Glacier, U.S. supply-ship, Lieut.-Comdr. J. B. Briggs, at Manila.

Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.

Iris, U.S. distilling-ship, 6,100 tons, 1,300 h.p., Lt.-Comdr. W. H. Everett, at Manila.

Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Narro, at Manila.

Monadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. John McGowan, at Manila.

Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Shanghai.

Monterey, U.S. double-turret monitor, 4,090 tons, 4 guns, 5,244 h.p., Comdr. G. W. Pigman, at Hongkong.

Nanshan, U.S. collier, Lieut. L. A. Kaiser.

Newark, U.S. cruiser, 4,089 tons, Comdr. McCalla, at Taku.

New York, U.S. cruiser, 4,083 tons, Capt. B. McCullam, at Manila.

Oregon, 1st class U.S. battleship, 10,288 tons, 16 guns, 11,111 h.p., Capt. G. F. F. Wilde, en route Taku.

Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila.

Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Comdr. Harry Knox, at Manila.

Scindia, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Manila.

Solace, U.S. cruiser, 5,000 tons, Comdr. Demlap, at Manila.

Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Burwell, at Manila.

Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila.

Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila.

Zafiro, U.S. dispatch-vessel, Capt. Pridend, at Hongkong.

THE ITALIAN SQUADRON.

Calabria, Italian cruiser, at Taku.

Carlo Alberto, Italian cruiser, 7,200 tons, Capt. R. Cali, Singapore.

Elba, Italian cruiser, 2,720 tons, Capt. Cecconi, Taku.

Liguria, Italian cruiser, 3,000 tons, Captain O. Cecconi, Singapore.

JAPANESE MEN-OF-WAR.

Battleships.

Yashim, 1st class, 12,460 tons, 38 guns, 14,000 h.p., at Kure.

Fuji, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Yokosuka.

Chinyen, 2nd class, 7,330 tons, 22 guns, 6,200 h.p., at Yokosuka.

Coast-Defence Ships.

Matsushima, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Sasebo.

Itsukushima, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Kure.

Hashidate, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Yokosuka.

Kongo, 2nd class, 2,400 tons, 13 guns, 2,035 h.p., Capt. K. Imai, Japan.

Hiyei, 2nd class, 2,460 tons, 13 guns, 2,035 h.p., Capt. Hiroo Tonji, Japan.

Heiyen, 2nd class, 2,600 tons, 15 guns, 2,400 h.p., at Yokosuka.

Cruisers.

Kasagi, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Sasebo.

Chitose, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Kure.

Akashi, protected cruiser, 1st class, 2,800 tons, 30 guns, 8,500 h.p., at Kure.

Yoshino, protected cruiser, 1st class, 4,150 tons, 32 guns, 15,000 h.p., at Kure.

Naniwa, protected cruiser, 1st class, 3,709 tons, 24 guns, 7,120 h.p., at Manila.

Takachiho, protected cruiser, 1st class 3,700 tons, 24 guns, 7,120 h.p., at Keelung.

Chiyoda, protected cruiser, 1st class, 2,450 tons, 27 guns, 5,500 h.p., at Kure.

Takasago, protected cruiser, 1st class, 4,227 tons, 30 guns, 10,000 h.p., at Yokosuka.

Akitsusu, protected cruiser, 1st class, 3,150 26 guns, 8,500 h.p., at Sasebo.

Suma, protected cruiser, 1st class, 2,750 tons, Capt. Shimamura, 24 guns, 8,500 h.p., at Japan.

Idsumi, protected cruiser, 1st class, 2,950 tons, 20 guns, 6,080 h.p., at Yokosuka.

Sai-yen, protected cruiser, 1st class, 2,300 tons, 15 guns, 2,800 h.p., at Yokosuka.

Akitsushima, protected cruiser, 1st class, at Manila.

Miyako, 2nd class, 1,800 tons 34 guns, 5,000 h.p.

Takao, 2nd class, 1,764 tons 15 guns, 2,400 h.p., at Shanghai.

Yayama, 3rd class, 1,600 tons, K. Matsumoto, 10 guns, 5,630 h.p., Japan.

Tukushi, 3rd class, 1,300 tons, Capt. S. Mastui, 12 guns, 2,887 h.p., Japan.

Osagi, cruiser, at Taku.

Sayanami, torpedo-boat-destroyer, 305 tons, Capt. J. Takeuonchi, at Japan.

Sloops and Corvettes.

Musashi, 1,490 tons, 10 guns, 1,600 h.p., at Yokosuka.

Katsuragi, 1,480 tons, 10 guns, 1600 h.p., at Sasebo.

Yamato, 1,480 tons, 10 guns, 1,600 h.p., at Chemulpo.

Tenriu, 1,550 tons, 10 guns, 1165 h.p., at Fusan.

Kaimon, 1,360 tons, 10 guns, 1,125 h.p., at Sasebo.

Amagi, 1,030 tons, 13 guns, 720 h.p., at Yokosuka.

Gun-boats.

Oshima, 640 tons, 10 guns, 1,200 h.p., at Sasebo.
Akagi, 620 tons, 10 guns, 700 h.p., at Kure.
Atago, 620 tons, 10 guns, 700 h.p., at Taku.
Maya, 620 tons, 10 guns, 700 h.p., at Kure.
Chiokai, 620 tons, 10 guns, 700 h.p., at Taku.
Soko, 572 tons, 4 guns, 400 h.p., at Sasebo.
Iwaki, 600 tons, 6 guns, 400 h.p., at Yokosuka.
Chinto, 490 tons, 5 guns, 472 h.p.
Chinesi, 490 tons, 5 guns, 472 h.p.
Chin Hoku, 490 tons, 5 guns, 472 h.p.
Chin Pui, 500 tons, 9 guns, 455 h.p.
Chin Chu, 500 tons, 9 guns, 455 h.p.

Torpedo-gunboat.

Tatsuta, 875 tons, 6 guns, 5 torpedo tubes, 5,500 h.p., at Yokosuka.

Torpedo-boats.

Murakumo, 279 tons, at Ujina.
Shinonome, 279 tons, at Kure.
Yugiri, 279 tons, at Takeshiki.
Shiranuki, 279 tons, at Kobe.
Ikadusch, torpedo-boat destroyer, 331 tons, Comdr. I. Ishida, at Yokosuka.
Kagero, torpedo-boat destroyer, 297 tons, Comdr. Iwamura, at Japan.
Kotaka, 190 tons, 6 torpedo-tubes, 1,400 h.p.
Shiramubi, torpedo-boat, 278 tons, Comdr. Kosoma, at Japan.
Akebono, torpedo-boat destroyer, 310 tons, Lieut.-Comdr. H. Kawase, Japan.
Obow, torpedo-catcher, 318 tons, Capt. Camada, at Japan.
14 boats (Creusot), 56 tons, 2 torpedo-tubes, 525 h.p.
7 boats (Kobe), 56 tons, 2 torpedo-tubes, 525 h.p.
1 boat (Normand), 75 tons, 2 torpedo-tubes, 1,300 h.p.
2 boats (Schichau), 90 tons, 3 torpedo-tubes, 1,300 h.p.
4 boats (Yarrow), 40 tons, 3 torpedo-tubes, 620 h.p.
10 boats (Yarrow), 40 tons, 3 torpedo-tubes, 620 h.p.

Miscellaneous.

Tokiwa, at Yokosuka.
Fuso, at Kure.
Naniwa, at Yokosuka.
Rinjo, armoured cruiser, 2,530 tons, 10 guns, 800 h.p.
(used as gunnery traning ship.)
Kanjiu, sailing-ship, 877 tons, 6 guns.
(used as training ship.)
Manjiu, sailing-ship, 877 tons, 6 guns.
(used as training ship.)
Tsukuba, wooden screw steamer, 1,989 tons, 10 guns, 520 h.p., at Edajima.
(used as training ship.)
Asama, sailing corvette, 1,420 tons, 12 guns, at Yokosuka.
(used as a hulk.)
Jingei wooden paddle steamer, 1,465 tons, 2 small guns.
(used as torpedo training ship.)

RIVER STEAMERS, SCHOONERS, AND LORCHAS.

Fatshan, British steamer, 1,425, J. Dick,—Hongkong, Canton, and Macao Steamboat Co.

Ho-nam, British steamer, 1,377, H. D. Jones,—Hongkong, Canton, & Macao Steamboat Co.

Powan, British steamer, 1,873, A. N. Patrick,—Hongkong, Canton, and Macao Steamboat Co.

Hankow, British steamer, 2,252, C. V. Lloyd,—Butterfield & Swire.

Hoi-tong, Chinese steamer, 409 tons, Captain Austen,—Chi Wo & Co.

Tai-on, British steamer, 728, Goblouski,—Tai On Steamship Co.

Pak Kong, British steamer,—Kwong Wan S.S. Co.

Kong Nam, British steamer,—Chinese Owned.

Hongkong and Macao.

Heungshan, British steamer, 1,055, G. Morrison, R.N.R.,—Hongkong, Canton and Macao Steamboat Co.

Macao and Canton.

Lungshan, British steamer, 141, G. Hamblin,—Hongkong, Canton and Macao Steamboat Co.

Kiangtung, Chinese steamer, 583, Holmes,—China Merchant Steam Navigation Co.

Canton and West River.

Lungkiang, British steamer, 141, J. J. Lossius,—Hongkong, Canton and Macao Steamboat Co.

City of Whampoa, Chinese steamer, 40,—Ah Yon.

Sun Chow, Chinese steamer,—Ah Yon.

Hongkong and West River.

Saikong, British steamer, 259, Kwong Wang Steamship Co.

Cheung Kong, Y. Kun, 58,—Kwong Wan S.S. Co.

Lil, American lorcha.

Wuchow, British steamer, R. D. Thomas,—Hongkong, Canton and Macao Steamboat Co., J. M. & Co. and B. & S.

Samshui, British steamer, Dixon,—Hongkong, Canton and Macao Steamboat Co., J. M. & Co. and B. & S.

Lorchas and Schooners.

Kutsing, lorcha, 160, Reynolds, Hongkong to Canton,—Hung Kum Sing.

Post Office.

A Mail will close:—

For Haiphong—Per *Hongkong* to-morrow, the 27th instant, at 9 A.M.

For Kwong-chow-wan, Hoihow, Pakhoi and Haiphong—Per *Hue* to-morrow, the 27th inst., at 9 A.M.

For Singapore—Per *Antenor* to-morrow, the 27th instant, at 10 A.M.

For Amoy—Per *Jason* to-morrow, the 27th instant, at 10 A.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—Per *Empress of India* to-morrow, the 27th inst., 11 at A.M.

For Manila and Iloilo—Per *Kaifong* to-morrow, the 27th instant, at 3 P.M.

For Manila—Per *Diamante* to-morrow, the 27th instant, at 4 P.M.

For Takao—Per *Ariake Maru* to-morrow, the 27th instant, at 5 P.M.

For Vladivostock—Per *Milos* to-morrow, the 27th instant, at 5 P.M.

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